INFORMATION ITEM

DATE:	August 2, 2019
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) Cole Hiniker, Manager of Multimodal Planning (651-602-1748)
SUBJECT:	2020 Regional Solicitation: Overview of Transit/TDM, Introduction, Qualifying, and Forms Changes

Attached is Regional Solicitation language for the Transit/TDM scoring measures along with the introduction language, qualifying criteria, and forms. The text reflects what was used for the 2018 Regional Solicitation, except where changes are tracked. Tracked changes represent potential updates for 2020.

Transit Expansion, Transit Modernization, and Travel Demand Management (Pages 7-33)

TAB's Regional Solicitation Policy Work Group is reviewing final recommendations for Transit on 8/5/2019. The following recommendations will be discussed at that meeting and may change prior to the TAC meeting. Funding and Programming has not reviewed any of these recommendations. These are being provided to TAC as a preview prior to info review by TAB and action by Funding and Programming in August.

Bus Rapid Transit Program

TAB's Regional Solicitation Policy Work Group is considering adding a bus rapid transit program to remove these projects from competing with other transit projects and providing a more efficient means of funding bus rapid transit projects. Arterial bus rapid transit projects have received the vast majority of funding in the Regional Solicitation since 2011 when scored and compared against other project applications. Creating a separate category would allow for more competition within the other transit categories. The current propel would allow all bus rapid transit projects in the region to be eligible for funding if they are not otherwise funding with Federal Capital Investment Grant (i.e. New Starts) funding. It would also make any eligible project in this program ineligible to apply under Transit Expansion or Transit Modernization.

New Market Guarantee

TAB's Regional Solicitation Policy Work Group is also considering a parallel change to add a guarantee for a project that serves a new transit market. The intention here is to ensure that at least one new market projects is funded per cycle to contribute to better regional balance of projects, since these projects have not always scored well in the past. A transit technical work group recommended a definition that is based on Transit Market Areas in the Transportation Policy Plan and peer-reviewed qualitative description of the new market served in the project application.

Technical Updates

The Transit Expansion application was updated to reflect the availability of the Park-and-ride Demand Estimation Model. This is a tool that can be used to estimate park-and-ride demand, among other methodologies. All transit providers in the region has access to the model and have been offered training on how to use it. The 2030 Park-and-Ride Plan will no longer be referenced in the Regional Solicitation.

Additional minor edits were made to recognize the updated 2040 Transportation Policy Plan, which now includes a modern streetcar projects in the Riverview corridor.

Introduction (Pages 34-63)

Several updates are tracked in the introduction. Key changes being considered in the wake of recent discussions include:

- Elimination of the $10 million bridge minimum
- Addition of a Spot Mobility and Safety category (page 51)
- Addition of a BRT Program category (page 57)
- Federal award limit changes (page 48):
    - Decrease of the Traffic Management Technologies maximum federal award from $7M to $3.5M.
    - Increase of the Strategic Capacity (Roadway Expansion) maximum federal award from $7M to 10M.
    - Decrease of the Multiuse Trail and Bicycle Facilities maximum award from $5.5M to $4M. See the attachment on page 4. At its July 17, 2019, meeting, TAB requested that staff work with the technical committees on potential solutions that allow funding of the costliest projects while still enabling funding of more projects (e.g., two different maximum amounts based on project type). Funding & Programming Committee members were nervous about the prospect for complication and confusion that might come with setting multiple funding maximums.
    - Increase the Transit Modernization minimum award from $100,000 to $500,000.
    - Increase the TDM minimum award from $75,000 to $100,000

Qualifying Requirements (Pages 64-70)

Two key changes are reflected in the Qualifying Requirements section:

- Completion of an ADA transition plan is shown as a qualifying criterion. Only substantial work toward completion was required in 2018 (page 66).
- In the Multiuse Trails and Bicycle Facilities category all applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use (page 68).

Forms (Pages 71-78)

This section creates a list of all required attachments that are found within the Regional Solicitation applications.

Maximum Federal Award

Currently, the maximum federal award for Multiuse Trails and Bicycle Facilities is $5.5 million. Over time, various lower amounts have been suggested. Below is some data related to federal requests in the 2014, 2016, and 2018 Regional Solicitations:

- Average federal request: $2.1M (Median = $1.5M)
  - $1.8M in 2014, $2.0M in 2016, and $2.4M in 2018
  - Median: $1.3M in 2014, $1.5M in 2016, and $1.8M in 2018
- Average for bridge/underpass projects: $2.5M (51 total projects)
  - 2018: $3.0M. Eighteen projects ranging from $480,000 to $5.5M (Median = $2.8M)
  - 2016: $2.4M. Seventeen projects ranging from $672,000 to $5.5M (Median = $1.9M)
  - 2014: $2.6M. Sixteen projects ranging from $859,200 to $5.5M (Median = $2.1M)
- Average federal request not including anything $5M or over: $1.6M (Median = $1.3)
  - $1.4M in 2014, $1.7M in 2016, and $1.7M in 2018
  - Median: $1.1M in 2014, $1.4M in 2016, and $1.3M in 2018
  - Eight projects at $5M or more in 2018 and three projects each in 2014 and 2016

Table 1 below shows how many projects in the category would likely have been funded with various reduced maximum federal awards in 2018, while Table 2 Shows the number of projects for the past three cycles. This assumes all additional projects would have been awarded in this category; note that it is possible this would have led to additional projects selected in the Safe Routes to School and/or Pedestrian Facilities category. No specific maximum was favored, though many members expressed interest in a reduced maximum as a way to increase the number of projects.

Table 1: Number of Funded Projects by Federal Amount

	Applicant	Project Name	Fed Request	Score
1	St Paul	Kellogg Boulevard Capital City Bikeway Phase I	*$5,312,000*	932
2	Hennepin Co	University Ave and 4th St SE Protected Bikeways	*$5,500,000*	858
3	Hennepin Co	Hennepin Ave and 1st Ave NE Bicycle and Ped Facilities	*$5,500,000*	854
4	St Paul	Fish Hatchery Trail Stabilization and Reconstruction	*$2,216,800*	819
5	Dakota Co	North Creek Greenway in Lakeville and Farmington	$480,000	814
6	Fridley	Fridley 7th Street and 57th Ave Trail Connections	$516,120	801
7	Hennepin Co	Midtown Greenway Accessible Connections	$1,120,000	795
8	Dakota Co	CSAH 42 Multiuse Trail and Crossing in Apple Valley	$1,256,000	795
9	Dakota Co	Minnesota River Greenway in Eagan	*$3,508,000*	794
10	Scott County	CSAH 17 Bicycle and Pedestrian Bridge over US 169	$950,080	786
11	Washington Co	CSAH 38 Multi-Use Trail in Washington County	$460,800	783
12	Ramsey Co	Bruce Vento Regional Trail Extension in Ramsey County	*$4,026,278*	782
13	Apple Valley	Apple Valley Johnny Cake Ridge Road Trail	$515,484	777
14	St Paul	Sam Morgan Regional Trail Segment 1 Reconstruction	$1,877,600	776
15	Inver Grove Hts	Inver Grove Heights Babcock Trail	$300,160	769
16	Hennepin Co	Bass Lake Road Multi-Use Trail in Crystal	$457,220	762
17	Hennepin Co	Bottineau Boulevard Multi-Use Trail	$1,562,348	759
18	Ramsey (City)	Regional Mississippi Skyway Multiuse Trail Bridge	*$3,240,000*	756
19	Chaska	Circle the Brick Trail Connection in Chaska	$1,197,792	750
20	Three Rivers PD	Bassett Creek Regional Trail in Golden Valley	$1,635,600	749

Table 2: Number of Projects by Year

	2018 Projects		2016 Projects		2014 Projects	
	#	Amount	#	Amount	#	Amount*
Actual	11	$26,819,800	13	$30,823,889	11	$22,385,855
$5M Max	11	$26,819,800	13	$29,823,889	12	$22,865,855
$4M Max	13	$27,023,284	16	$31,578,369	13	$23,570,469
$3.5M Max	14	$26,892,884	16	$30,078,369	13	$23,570,469
$3M Max	17	$26,712,612	17	$29,834,369	13	$23,570,469
$2.5M Max	18	$26,712,612	18	$30,112,656	14	$23,305,855
$2M Max	20	$26,329,204	21	$31,339,568	16	$22,295,157

*Pre-Inflation Adjustment

Local Match History

TAB asked the question of how much local match is provided for in the Multiuse Trails and Bicycle Facilities applications. Most applications ask for an 80% federal contribution (i.e., provide a 20% local match). For any project at less than the $5.5M maximum award, there is no competitive advantage to offering greater than 20% match. That said, some do. Out of 110 applicants in 2014, 2016, and 2018, 14 applicants requested a federal contribution of less than 80%. Of those 14, eight were at the $5.5M maximum (local match as high as 64%). Of the six below the maximum, five asked for below 30%, while one asked for 50% ($1.1M Federal for a $2.2M project).

Projects Funded on the Second Try

TAB asked whether projects that do not get funded are often successful in a subsequent Regional Solicitation funding cycle. Two projects not funded in 2014 were funded in the 2016 Regional Solicitation and four projects not funded in 2016 were funded in the 2018 Regional Solicitation.

2014 to 2016

- Funded in 2016
  - Bloomington: France Avenue Trail
  - St. Paul: Bruce Vento Bridge
- Not Funded in either Cycle
  - Dakota County: Minnesota River Greenway, Eagan South
  - Carver County: Lake Minnetonka LRT Regional Trail – Stieger Lake Boat Launch to Rolling Acres Road
  - Carver County: Lake Waconia Regional Trail
  - Dakota County: CSAH 42 Trail Crossing
  - Rosemount: Downtown Greenway Connection
  - Farmington: North Creek Greenway (Farmington Gap)
  - Shakopee: Quarry Lake Trail and US 169 Bike/Ped Bridge
  - Anoka County: Rum River Regional Trail

2016 to 2018

- Funded in 2018
    - Scott County: CSAH 17 bridge over US 169
    - St. Paul: Fish Hatchery Trail Reconstruction
    - Dakota County: CSAH 42 Trail Crossing
    - Dakota County: Minnesota River Greenway, Eagan South
- Not Funded in either Cycle
    - Minneapolis: 36th Street Bicycle and Pedestrian Connection
    - Dakota County: River-to-River Greenway
    - Ramsey County: Bruce Vento Regional Trail Extension
    - Brooklyn Park: Rush Creek Regional Trail Grade Separations
    - Ramsey (City): Mississippi Skyway Trail
    - Rosemount: Downtown Greenway Connection
    - Carver County: Lake Minnetonka LRT Regional Trail – Stieger Lake Boat Launch to Rolling Acres Road
    - Shakopee: Quarry Lake Trail and US 169 Bike/Ped Bridge
    - Carver County: Lake Waconia Regional Trail

Setting Multiple Federal Maximums

At its July 17 meeting, TAB discussed the Multiuse Trails and Bicycle Facilities $5.5M maximum. Some members were content with the $4.0M maximum suggested by the Policy Work Group, though preferences for options as low as $2.0M and as high as $5.5M were expressed.

While Members value the funding of large projects, they also appreciate the notion of funding a larger number of projects. This led to brainstorming several solutions including:

1. Allowing for different funding maximums for projects with barriers and those without.
2. Allowing for two different maximums, essentially for "big" and "small" projects. This could come in the form of two separate scoring categories.
3. Increasing the weight of cost effectiveness. One member that has analyzed the data determined that this is the one category in which smaller projects tend to score better than larger projects.

Staff was instructed to work with technical committees on options that could help fund larger projects and spread the funding to more projects. Staff has the following initial reactions to the above topics.

1. Allowing for different funding maximums for projects with barriers and those without.

There is considerable potential for struggling with interpretation with what projects have, and do not have a barrier. This could lead to applicant expectations about federal funding amount not being met. The only way around struggling with interpretation of what is a barrier is to use barriers identified in the Regional Bicycle Barrier Study, which some applicants have expressed concerns over.

- Pro: Enables two funding levels, which can fund larger projects and could spread the funds.
- Con: Either relies on a great deal of interpretation or uses a study that does not cover the entire seven-county geography.

2. Allowing for two different maximums, essentially for "big" and "small" projects. This could come in the form of two separate scoring categories.

Similar to #1 above, this is meant to enable funding key larger projects and funding a lot of projects. In order to be effective, it would be important to limit the number of large projects.

- 2A: Two separate categories
    - Pro: Enables funding a small number of big projects while funding more projects. Also enables like projects to compete against like projects.
    - Con: Applicants have to decide which category to apply in. This would be another funding category. Potentially time-consuming.
- 2B: Put a cap on the number of projects over, say $2M. For example, allow two projects to receive up to $5.5M while the rest have a $2M maximum.
    - Pro: Funds the highest-scoring "big" projects; simple to implement. Enables other big projects to take the lower maximum.
    - Con: Potential "leap-frogging," traditionally not embraced by TAB.
    - Pro? Con?: some applicants would need to decide whether to accept the lower amount for a larger project.

3. Increase the weight of cost effectiveness.

- Pro: Easy to implement.
- Con: Uncertainty about how it would play out.

Transit Expansion – Prioritizing Criteria and Measures

March 12, 2018

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep is not eligible. Projects that deliver elements of a future bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes BRT lines may be eligible. Improvements to existing BRT lines are eligible but extensions to existing BRT lines are not eligible. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.

Projects that intend to apply as "New Market" projects must submit a project description that verifies the New Market definition, which will be reviewed as part of the qualifying review. Generally, New Market projects must be serving a new geography or market and at least provide service or improvements in Transit Market Area 3, 4, or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center (see Transportation Policy Plan, Appendix G for more details). The New Market definition excludes projects that improve or provide only peak-direction commute express service that is oriented to downtown Minneapolis (including the U of MN) or downtown Saint Paul.

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Customer facilities along a route for new or expanded service, new transit centers or stations~~, along a route~~
- Park-and-ride facilities or expansions

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**350**	**32%**
Measure A - New Annual Riders	350	
3. Equity and Housing Performance	**200**	**18%**
Measure A - Connection to disadvantaged populations and projects benefits	130	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	**200**	**18%**
Measure A - Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	**100**	**9%**

Measure A - Bicycle and pedestrian elements of the project and connections	100	
6. Risk Assessment	**50**	**5%**
Measure A - Risk Assessment Form	50	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total annual project cost)	100	
Total	**1,100**	

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the regional significance of the project, including the project's connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project's ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

A. *MEASURE:* Reference the "Population/Employment" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing employment will be measured by summing the employment located in the census blocks that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include "last mile" service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (50 Points)

RESPONSE (Data from the "Population/Employment" map):

- Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
- Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile transitway station) buffer:_____
- Existing Employment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____
- Existing Post-Secondary Enrollment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____

EXPLANATION of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

Upload the "Population/Employment" map used for this measure.

SCORING GUIDANCE (50 Points)
The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive (1,000/1,500)*50 points or 33 points. Using the Metropolitan Council model, all Census blocks that are included within or intersect the buffer area around the project will be included in the analysis.

B. *MEASURE:* Reference the "Transit Connections" map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the average weekday transit trips these connecting routes provide, as depicted on the "Transit Connections" map. Metropolitan Council staff will provide the average number of weekday trips for each connecting transit route.

Connections to planned transitway stations should be separately cited. Any transitway connection is worth 15 points.

RESPONSE (Data from the "Transit Connections" map):

- Existing transit routes directly connected to the project: _____ (35 Points)
- Planned transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP): (15 Points)

Upload the "Transit Connections" map used for this measure.

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2040 Transportation Policy Plan to include commuter rail, light rail, ~~highway and arterial~~ bus rapid transit (dedicated, highway, and arterial), and modern streetcar. Eligible transitway projects are those that have a mode and alignment identified in the Current Revenue Scenario of the 2040 Transportation Policy Plan.

If the project includes construction of a park-and-ride facility, employment and eligible educational institutions only include those directly connected by the transit routes exiting the facility.

SCORING GUIDANCE (50 Points)

The applicant with route connections having the highest number of weekday trips will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive (100/150)*35 points or 23 points.

Any project with a connection to a planned transitway station should be awarded 15 points.

After each of the above scores are tabulated the top total score will be adjusted to 50 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 50. A project that scored 19 points would be awarded (19/28)*50, or 34 points.

2. Usage (350 Points) – This criterion quantifies the project's impact by estimating the annual new transit ridership of the project.

A. *MEASURE:* This measure will calculate the project's new riders. Based on the service type, estimate and provide the new annual transit ridership that is produced by the new project in the third year of service. (350 points)

NOTE: Up until two weeks prior to the application due date, applicants will be able to submit their projections to Council staff, who will advise whether the projections need to be corrected. This optional review, or lack thereof, will be made available to the scorer of this criterion. Applicants who plan to use an alternative ridership estimation methodology are strongly encouraged to do this to avoid risking a deduction in their score.

Select the service type and provide the annual transit ridership, based on the methodology listed below.

Park-and-Rides and Express Routes Projects to Minneapolis and St. Paul Only:

- Use a 2020 technically sound forecast methodology to estimate(or similar equivalent to the third year of ridership) from the latest park-and-ride demand estimation model to develop a ridership estimate. The potential demand market arearidership estimate should be defined using the site location criteria associated with the model and demand should be determined by the Census block groups in the market area. If possible, the applicant should use the ridership figures provided for an existing or planned facility.include only new transit users and should exclude transit riders that shift from an existing facility or service. Applicants must clearly describe the methodology and assumptions used to estimate annual ridership.

  The Metropolitan Council has developed a park-and-ride demand estimation model that provides technical data on potential new park-and-ride locations that can be a source of data for new or expanded park-and-ride projects. The data should still be reviewed for reasonableness when including in any application.The 2030 Regional Park-and-Ride Plan forecasts 2020 and 2030 demand to downtown Minneapolis and downtown St. Paul based on 2008 usage data. However, the park-and-ride demand estimation model allows for calculating more up-to-date demand estimation. The applicant can use data from the 2030 Plan if no other accurate data is available. Regardless, the applicant must clearly describe the methodology and assumptions used to estimate annual ridership.

  Note: Any Express routes not going to these downtown areas should follow the peer route methodology described in the "For Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only" section.

Transitways Projects Only:

- Use most recent forecast data (current or opening year and 2040) to estimate ridership for the third year of service. Forecast data for the transitway must be derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted. Describe the study or plan where the ridership is derived from and where the documentation can be found (provide weblinks, if available).

  Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2040 Transportation Policy Plan to include commuter rail; light rail; and highway, dedicated, and arterial bus rapid transit; and modern streetcar. Eligible transitway projects are

those included in either funding scenarios in the 2040 Transportation Policy Plan and that have a mode and alignment identified through a local process.

Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only:

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2040 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response and any assumptions used.

  RESPONSE:

  - Service Type:____
  - New Annual Ridership (Integer Only):_____
  - Assumptions Used (Limit 2,800 characters; approximately 400 words):_____
  - Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated (Limit 2,800 characters; approximately 400 words):_____

SCORING GUIDANCE (350 Points)

The applicant with the highest new annual ridership will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had ridership of 1,000,000 riders and the top project had a ridership of 1,500,000 riders, this applicant would receive (1,000,000/1,500,000)*350 points or 233 points.

For urban and suburban local bus service and suburb-to-suburb express service, applicants should use peer routes from the same Transportation Policy Plan market area or peer routes that serve locations with similar development patterns. Points are scored based on sound methodology and clear relationship to the peer routes.

For all service types, up to 100 percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

3. Equity and Housing Performance (175 Points) -- This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Economic Conditions" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Geographic proximity alone is not sufficient to receive the full points. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (105 Points)

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ☐ (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: ☐ (up to 80% of maximum score)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (up to 60% of maximum score)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (up to 40% of maximum score)

1. (0 to 3 points) A successful project is one that has actively engaged in low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

(Limit 1,400 characters; approximately 200 words):

2. (0 to 7 points) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

(Limit 2,800 characters; approximately 400 words):

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

(Limit 2,800 characters; approximately 400 words):

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (130 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of points. In this case, the highest-scoring application for this measure will be adjusted to receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive (10/20)*130 points or 65 points. Note also that it is possible to score negative points on this measure.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the ~~2017~~ 2019 Housing Performance Score for the city or township in which the project's stops are located. ~~The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.~~ If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Number of Stops within City/Township:
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2017~~ 2019 Housing Performance Score will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project has stops in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project's stops are located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

4. Emissions Reduction (200 Points) – This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, $PM_{2.5}$, and VOC emissions. Applications for transit operating, vehicle or capital funds must calculate the benefit for the third year of service.

A. *MEASURE:* The applicant must show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Calculate and provide the number of new daily transit riders and the distance from terminal to terminal in miles to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions.

Daily VMT Reduction = New Daily Transit Riders multiplied by Distance from Terminal to Terminal

Emissions Factors

- CO reduced = VMT reduced * 2.39
- NO_X reduced = VMT reduced * 0.16
- CO_{2e} reduced = VMT reduced * 366.60
- $PM_{2.5}$ reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

RESPONSE (All reductions below including total reduced emissions will automatically calculate):

- New Daily Transit Riders: _____
- Distance from Terminal to Terminal (Miles)_____

VMT Reduction	_____ (online calculation)
CO Reduced	_____ (online calculation)
NOx Reduced	_____ (online calculation)
CO2e Reduced	_____ (online calculation)
PM2.5 Reduced	_____ (online calculation)
VOCs Reduced	_____ (online calculation)
Total Emissions Reduced	_____ (online calculation)

SCORING GUIDANCE (200 Points)

The applicant with the greatest daily reduction in emissions due to VMT reduction will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*200 points or 120 points.

Note on Deductions: For all service types, up to 100 percent of points can be deducted if the applicant provides no methodology for the Usage Measure (#2). The percent of points deducted for Emissions Reduction will be equivalent to any methodology deduction for the Usage Measure.

5. Multimodal Elements and Existing Connections (100 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

A. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit stops with safe / comfortable areas for pedestrians to walk or wait

6. Risk Assessment (50 Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

Facility Projects:

A. *MEASURE:* Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.)

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment. ☐

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

RESPONSE (Complete Risk Assessment):

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

1) Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

Anticipated date or date of completion: _____

2) Review of Section 106 Historic Resources (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 property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

3) Right-of-Way (30 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements required, parcels identified

0% ☐ Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

4) Railroad Involvement (20 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (**include signature page, if applicable**)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

5) Public Involvement (20 Percent of Points)

The project applicant must describe how the transportation problem was identified at the proposed project location, how the potential solution was identified instead of other options, and the public involvement completed to date on the project. Upfront work completed on a project will likely reduce risks to project implementation

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (50 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*50 points or 29 points.

7. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

A. *MEASURE: This measure will calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost.

Estimate and provide the annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equals the total annual project cost. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life.

Total annual project cost is the lump sum total project cost divided by the FTA "years of useful life" as listed here. As noted in the useful life table, operating costs should also be annualized. If the project has two or more components with differing years of useful life, annualize each component. If the project type is not listed in the document, use most similar project type or provide supporting documentation on useful life value used.

Applicants should include all operating and capital costs associated with implementing the entire project, even though the applicant may only be applying for part of these costs as part of the solicitation.

Project Type	Years of Useful Life
Operating funds	3
Passenger Automobile/Sedan/Minivan	4
Medium Duty Transit Buses	5
Heavy Duty Transit Buses	12
Over-the-Road Coach Buses	14
Park & Ride – Surface Lot	20
Park & Ride – Structured	50
Transit Center/Station/Platform	70
Transit Shelter	20
Light Rail Vehicles	25
Commuter Rail Vehicles	25
Land Purchase	100

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project:_____
- Total Annual Project Cost:_____
- Assumptions Used (Limit 1,400 characters; approximately 200 words):_____
- Points Awarded in Previous Criteria: _____ (entered by Metropolitan Council staff)
- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Transit Modernization – Prioritizing Criteria and Measures

March 12, 2018

Definition: A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not eligible. Projects that deliver elements of a future bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes BRT lines may be eligible. Improvements to existing BRT lines are eligible but extensions to existing BRT lines are not eligible. Projects associated wholly or in part with new service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. Only capital expenditures are eligible for transit modernization; operating expenses are ineligible unless transit operations are expanded. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.

Examples of Transit Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- Intelligent transportation system (ITS) measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**325**	**30%**
Measure A - Total existing annual riders	325	
3. Equity and Housing Performance	**175**	**16%**
Measure A - Connection to disadvantaged populations and project's benefits	105	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	**50**	**5%**
Measure A – Description of emissions reduced	50	
5. Service and Customer Improvements	**200**	**18%**
Measure A - Project improvements and amenities for transit users	200	
6. Multimodal Facilities and Connections	**100**	**9%**
Measure A - Bicycle and pedestrian elements of the project and connections	100	

7. Risk Assessment	**50**	**5%**
Measure A - Risk Assessment Form	50	
8. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total annual project cost)	100	
Total	**1,100**	

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the regional significance of the project, including the project's connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project's ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

A. *MEASURE:* Reference the "Population/Employment" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing employment will be measured by summing the employment located in the census block groups that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include "last mile" service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (50 Points)

RESPONSE (Data from the "Population/Employment" map):

- Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
- Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
- Existing Employment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____
- Existing Post-Secondary Enrollment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____

EXPLANATION of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

Upload the "Population/Employment" map used for this measure.

SCORING GUIDANCE (50 Points)
The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive (1,000/1,500)*50 points or 33 points. Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.

B. *MEASURE:* Reference the "Transit Connections" map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the average weekday transit trips these connecting routes provide, as depicted on the "Transit Connections" map. Metropolitan Council staff will provide the average number of weekday trips for each connecting transit route.

Connections to planned transitway stations should be separately cited. Any transitway connection is worth 15 points.

RESPONSE (Data from the "Transit Connections" map):

- Existing transit routes directly connected to the project: _____ (35 Points).
- Planned transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP): _____(15 Points)

Upload the "Transit Connections" map used for this measure.

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2040 Transportation Policy Plan to include commuter rail, light rail, ~~highway and arterial~~ bus rapid transit (dedicated, highway, and arterial), and modern streetcar. Eligible transitway projects are those that have a mode and alignment identified in the Current Revenue Scenario of the 2040 Transportation Policy Plan.

If the project includes construction of a park-and-ride facility, employment and eligible educational institutions only include those directly connected by the transit routes exiting the facility.

SCORING GUIDANCE (50 Points)
The applicant with route connections having the highest number of weekday trips will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive (100/150)*35 points or 23 points.

Any project with a connection to a planned transitway station should be awarded 15 points.

After each of the above scores are tabulated the top total score will be adjusted to 50 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 50. A project that scored 19 points would be awarded (19/28)*50, or 34 points.

2. Usage (325 points) - This criterion quantifies the project's impact based on how many riders the improvement(s) will impact, i.e., existing riders.

A. MEASURE: This measure will display the existing riders that will benefit from the project. This would entail, for example, riders on a bus route with buses fitted for Wi-Fi or users boarding or alighting at a park-and-ride being improved. Ridership data will be provided by the Metropolitan Council staff.

RESPONSE:

- Existing Transit Routes on the Project:_____

SCORING GUIDANCE (325 Points)
The applicant with the highest existing annual ridership will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing ridership of the project being scored divided by the project with the highest existing ridership multiplied by the maximum points available for the measure (325). For example, if the application being scored had ridership of 1,000 riders and the top project had a ridership of 1,500 riders, this applicant would receive (1,000/1,500)*325 points or 217 points.

3. Equity and Housing Performance (175 Points) -- This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Economic Conditions" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Geographic proximity alone is not sufficient to receive the full points. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (105 Points)

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ☐ (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: ☐ (up to 80% of maximum score)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (up to 60% of maximum score)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (up to 40% of maximum score)

1. (0 to 3 points) A successful project is one that has actively engaged in low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

(Limit 1,400 characters; approximately 200 words):

2. (0 to 7 points) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

(Limit 2,800 characters; approximately 400 words):

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

(Limit 2,800 characters; approximately 400 words):

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (105 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of points. In this case, the highest-scoring application for this measure will be adjusted to receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive (10/20)*105 points or 53 points. Note also that it is possible to score negative points on this measure.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the ~~2017~~ 2019 Housing Performance Score for the city or township in which the project's stops are located. ~~The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.~~ If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

RESPONSE:

- City/Township: _____
- Number of Stops within City/Township: _____
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2018~~ 2017~~9~~ Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project has stops in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project's stops are located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

4. Emissions Reduction (50 Points)

- This criterion measures the impact that the project's implementation may have on air quality by rating the potential that project's elements have to contribute to reductions in CO, NO_x, CO_{2e}, $PM_{2.5}$, and VOC emissions. Projects can include improvements to rolling stock; increases in travel speed and reductions in idling; and facility improvements that reduce emissions, reduce exposure, reduce congestion, and/or improve energy efficiency and use of renewable energy.

A. Discuss how the project will reduce emissions. Examples of project elements that can reduce emissions include (note that this is not an exhaustive list):

- Improved fuel efficiency and reduced tailpipe emissions through vehicle upgrades
- Improved ability for riders to access transit via non-motorized transportation
- Improved accommodation of transit-oriented development walkable from transit stop(s) and/or station(s)
- Reduced vehicle acceleration/deceleration cycles, "dead head" time, or idling time
- Electric vehicle charging stations
- Sustainable facility features such as energy efficient equipment, "green infrastructure" for storm water management, and use of renewable energy

Applicants are recommended to provide any data to support their argument.

SCORING GUIDANCE (50 Points)
The project that has the most benefits for reduced emissions, reduced exposures, reduced congestion, and/or improved energy efficiency will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

5. Service and Customer Improvements (200 Points)

- Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will provide a better customer experience as a result of this project. Service and customer improvements include but are not limited to providing faster travel times, providing new or improved amenities or customer facilities, and improving customer interface with transit. This criterion will place particularly emphasis on travel time and reliability improvements.

A. *MEASURE:* Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following (200 Points):

- Travel time or reliability improvements
- Improved boarding area
- Improved customer waiting facilities
- Real-time signage
- Heated facilities or weather protection
- Safety and security equipment
- Improved lighting
- ITS measures that improve reliability and the customer experience
- Transit advantages

When providing a description of improvements and amenities, provide quantitative information, as applicable. This could include number of improved customer facilities by the type of amenity, number of routes impacted, or number of riders impacted. Of particular importance is quantifying travel time and reliability improvement. Examples include time saved per route, the portion of the route along which time is saved, and ridership or frequency on this route(s).

RESPONSE (Limit 5,600 characters; approximately 800 words):

SCORING GUIDANCE (200 Points)
The applicant should describe improvements included in the project that will make transit service more attractive and improve the user experience. The project will be scored based on the quality of the responses. When possible, quantitative information on service and customer improvements will be considered in the quality of the responses. A particular emphasis will be placed on travel time or reliability improvements. Projects will receive a share of the full points at the scorer's discretion.

6. Multimodal Elements and Existing Connections (100 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

A. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle, and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response (2,800 or fewer characters), will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit stops with safe / comfortable areas for pedestrians to walk or wait

7. Risk Assessment (50 Points) –This criterion measures the number of risks associated with the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks are outlined in the required Risk Assessment.

A. *MEASURE:* Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.)

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment. ☐

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

RESPONSE (Complete Risk Assessment):

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

1) Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

Anticipated date or date of completion: _____

2) Review of Section 106 Historic Resources (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 property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

3) Right-of-Way (30 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements required, parcels identified

0% ☐ Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

4) Railroad Involvement (20 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (**include signature page, if applicable**)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

5) Public Involvement (20 Percent of Points)

The project applicant must describe how the transportation problem was identified at the proposed project location, how the potential solution was identified instead of other options, and the public involvement completed to date on the project. Upfront work completed on a project will likely reduce risks to project implementation

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (50Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*50 points or 29 points.

8. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

A. *MEASURE: This measure will calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost.

Estimate and provide the annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equals the total annual project cost. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life.

Total annual project cost is the lump sum total project cost divided by the FTA "years of useful life" as listed here. As noted in the useful life table, operating costs should also be annualized. If the project has two or more components with differing years of useful life, annualize each component. If the project type is not listed in the document, use most similar project type or provide supporting documentation on useful life value used.

Applicants should include all operating and capital costs associated with implementing the entire project, even though the applicant may only be applying for part of these costs as part of the solicitation.

Project Type	Years of Useful Life
Operating funds	3
Passenger Automobile/Sedan/Minivan	4
Medium Duty Transit Buses	5
Heavy Duty Transit Buses	12
Over-the-Road Coach Buses	14
Park & Ride – Surface Lot	20
Park & Ride – Structured	50
Transit Center/Station/Platform	70
Transit Shelter	20
Light Rail Vehicles	25
Commuter Rail Vehicles	25
Land Purchase	100

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project:_____
- Total Annual Project Cost:_____
- Assumptions Used (Limit 1,400 characters; approximately 200 words):_____
- Points Awarded in Previous Criteria: _____ (entered by Metropolitan Council staff)
- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Introduction to the Regional Solicitation for Transportation Projects

July 10, 2019

The Regional Solicitation is a competitive process to award ~~for~~ federal transportation ~~project~~ funding to projects that meet regional transportation needs. The solicitation is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The online application can be accessed at: https://metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation.aspx

Federal Program Overview

As authorized by the most recent federal surface transportation funding act, Fixing America's Surface Transportation (FAST) Act, projects will be selected for funding as part of two federal programs: Surface Transportation Block Grant Program (STBGP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Transportation Alternatives Program (TAP) was folded into STBGP in the FAST Act. It is assumed that federal funding will continue to be available in ~~2022~~ 2024 and ~~2023~~2025, but there is no money set aside at the current time with current federal legislation.

Connection to the Regional Policy

The Regional Solicitation process and criteria were overhauled in 2014 to reflect new federal guidance and regional goals. These regional goals were defined through *Thrive MSP 2040*, the regional development framework for the metropolitan area. The region's long-range transportation plan, the *2040 Transportation Policy Plan (TPP)*, was developed to meet federal requirements but also reflect and help implement the regional goals established in *Thrive.* It is useful to understand the intent behind both *Thrive* and the *TPP* to ensure that all projects funded through the Regional Solicitation meet these shared goals. These funds are intended to implement the region's transportation plan and to address local problems identified in required comprehensive plans.

While there are national goals for the region's transportation system, including the implementation of a performance-based planning approach to investments, federal legislation requires metropolitan areas to set their own goals. Projects funded through the Regional Solicitation do not need to be specifically named in the *TPP* because they must prove consistency with regional goals and policies to pass the qualifying review step of the Regional Solicitation process. In addition, the goals of the *TPP* are strongly reflected in the prioritizing criteria used to select projects shown in the following table.

TABLE 1: REGIONAL SOLICITATION CONNECTION TO REGIONAL POLICY

Prioritizing Criteria	Thrive Outcomes	TPP Goals
Role in the Regional Transportation System and Economy	– Prosperity – Livability	– Access to Destinations – Competitive Economy
Usage	– Livability – Prosperity	– Access to Destinations – Competitive Economy
Equity and Housing Performance	– Equity – Livability	– Access to Destinations – Leveraging Transportation Investments to Guide Land Use
Infrastructure Age	– Stewardship – Sustainability	– Transportation System Stewardship
Congestion Reduction/Air Quality	– Prosperity – Livability	– Healthy Environment – Competitive Economy
Safety	– Livability – Sustainability	– Safety and Security
Multimodal Facilities and Existing Connections	– Prosperity – Equity – Livability – Sustainability	– Access to Destinations – Transportation and Land Use – Competitive Economy
Risk Assessment	– Stewardship	– Transportation System Stewardship
Cost Effectiveness	– Stewardship	– Transportation System Stewardship

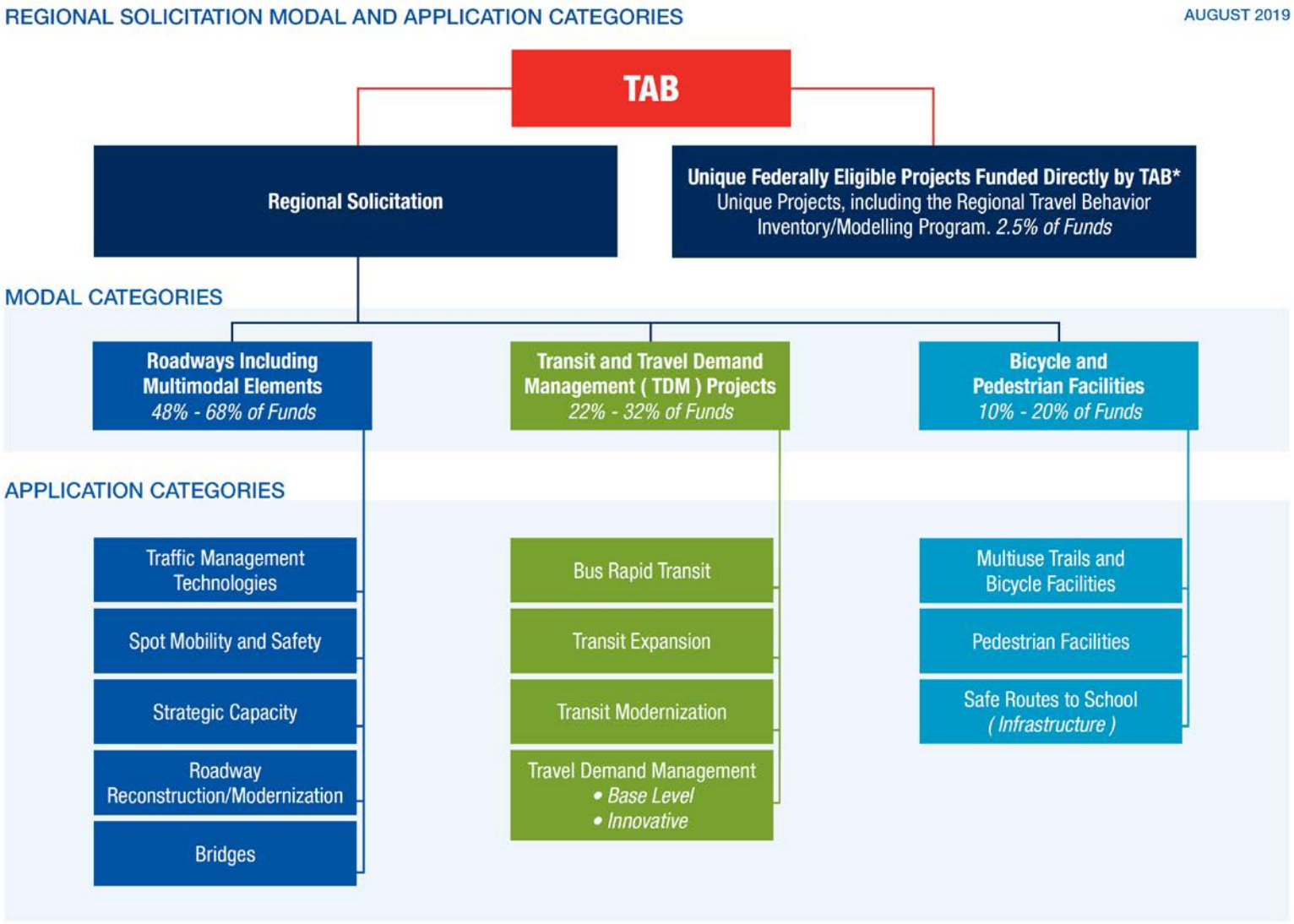
Modal Categories and Application Categories

As depicted in on the following page, the applications are grouped into three primary modal categories:

1. Roadways Including Multimodal Elements
2. Transit and Travel Demand Management (TDM) Projects
3. Bicycle and Pedestrian Facilities

Each of these modal categories includes three to ~~four~~ five application categories for a total of ~~10~~ 12 categories. Applicants for the Regional Solicitation will select the appropriate application category for their proposed project based on the mode requiring the largest percentage of cost. For instance, a roadway reconstruction project that includes a new sidewalk would apply under the Roadway Reconstruction/ Modernization application category because the roadway improvements are the largest cost for the project. If an applicant submits a project in the incorrect application category, the application may be disqualified. It is advised that applicants contact Metropolitan Council staff prior to submission if there are any questions about which application category is the most appropriate for their project.

Figure 1: TAB-Approved Application Categories



*Unique projects are projects that do not fit in the scoring measures for other application categories. TAB will accept applications in the 2022 Solicitation for Unique projects to be funded with federal funds in 2024 and 2025.

Funding Availability, Minimums, and Maximums

A total of approximately $200 million in federal funds is anticipated to be available in this solicitation for program years ~~2022~~ 2024 and ~~2023~~2025. As shown in Table 2, modal funding ranges have been established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode. TAB reserves the right to adjust these modal funding levels depending on the amount and quality of projects submitted. ~~In addition, TAB approved allocating minimum of $10 million to the Bridge Rehabilitation/Replacement application category, with this money coming from Roadways Including Multimodal Elements.~~ Base-level ~~2022~~ 2024 and ~~2023~~ 2025 TDM funding for the TMOs and Metro Transit will be taken out of the Transit and TDM category for the next solicitation. Additionally, there is $1.2 million of TDM funding that is available for ~~2020~~ 2022 and ~~2021~~ 2023 for innovative projects from the previous solicitation.

TABLE 2: ~~2022–2023~~ MODAL FUNDING LEVELS

	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 48%-68% Range of $~~96M~~86M-$~~136M~~122M	Range of 22%-32% Range of $~~44M~~40M-$~~64M~~58M	Range of 10%-20% Range of $~~20M~~18M-$~~40M~~36M	100% $~~200M~~180M (Est)

* 2.5% will be set aside for unique projects off the top, leaving the remaining funds to be distributed to the above modes within the percentage ranges shown.

Within Roadways Including Multimodal Elements, at least one project will be funded from each of the five eligible functional classifications: A-minor arterial augmentors, connectors, expanders, and relievers, as well as non-freeway principal arterials.

Within the Transit modal category, there is a new Bus Rapid Transit program that also makes this type of project ineligible in Transit Expansion and Transit Modernization application categories. A Transit New Market guarantee was also established to ensure that at least one transit expansion project is funded that serves suburban areas (i.e., Transit Market Areas 3, 4, or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center).

For the first time, 2.5% of the total available funds available will be set-aside for Unique Projects, including the Regional Travel Model. These 2024 and 2025 funds will be allocated as part of the 2022 Regional Solicitation, closer to project implementation. TAB may elect to fund Unique Projects at an amount lower than 2.5% (approximately $4.5 million), depending on the amount and quality of the submittals. Details on project selection and eligibility will be worked out prior to the 2022 funding cycle.

Table 3 shows the minimum and maximum federal award for application categories that applicants can apply for as part of the Regional Solicitation. The values do not account for 20 percent local match minimum that applicants must contribute to the project.

TABLE 3: REGIONAL SOLICITATION FUNDING AWARD MINIMUMS AND MAXIMUMS

Modal Categories	Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Traffic Management Technologies (Roadway System Management)	$250,000	$~~7,0~~3,500,000
	Spot Mobility and Safety	$1,000,000	$3,500,000
	Strategic Capacity (Roadway Expansion)	$1,000,000	$~~7~~10,000,000
	Roadway Reconstruction/ Modernization ~~and Spot Mobility~~	$1,000,000	$7,000,000
	Bridge Rehabilitation/Replacement	$1,000,000	$7,000,000
Transit and TDM Projects	Bus Rapid Transit Program	TBD	TBD
	Transit Expansion	$500,000	$7,000,000
	Transit Modernization	$~~100~~500,000	$7,000,000
	Travel Demand Management (TDM)	$~~75~~100,000	$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	$250,000	$~~5,500,000~~4,000,000
	Pedestrian Facilities	$250,000	$1,000,000
	Safe Routes to School (Infrastructure Projects)	$250,000	$1,000,000

The following pages include definitions, examples, and scoring overviews of each of the application categories.

Roadways Including Multimodal Elements

Traffic Management Technologies

Definition: An intelligent transportation system (ITS) or similar projects that primarily benefit roadway users. Roadway System Management projects can include project elements along a continuous route (could be more than one roadway) or defined geographic area such as a downtown area. The system management project must make improvements to at least one A-minor arterial or non-freeway principal arterial as part of the project. Projects that are more transit-focused must apply in the Transit Modernization application category.

Examples of Traffic Management Technologies Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and pedestrians
- New or replacement traffic management centers
- Other emerging ITS technologies
- New or replacement traffic communication
- New or replacement closed-circuit television (CCTV) cameras
- New or replacement variable message signs and other traveler information improvements
- New or replacement detectors
- Incident management coordination
- Vehicle-to-infrastructure technology

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**175**	**16%**
Measure A - Functional classification of project	50	
Measure B - Regional Truck Corridor Study tiers	50	
Measure C - Integration within existing traffic management systems	50	
Measure D - Coordination with other agencies	25	
2. Usage	**125**	**11%**
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Connection to disadvantaged populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age	**75**	**7%**
Measure A - Date of construction	75	
5. Congestion Reduction/Air Quality	**200**	**18%**
Measure A - Vehicle delay reduced	150	
Measure B - Kg of emissions reduced	50	
6. Safety	**200**	**18%**
Measure A - Crashes reduced	50	
Measure B – Safety issues in project area	150	

Roadways Including Multimodal Elements

Criteria and Measures	Points	% of Total Points
7. Multimodal Elements and Existing Connections	**50**	**5%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
8. Risk Assessment	**75**	**7%**
Measure A- Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Spot Mobility and Safety

Definition: An at-grade intersection or corridor-level intersection improvement project that focuses on mobility and safety (described as a Regional Mobility project under Spot Mobility in the TPP). New interchanges or projects that add new thru lane capacity (e.g., two-lane to four-lane expansions) should apply in the Strategic Capacity application category. Projects that address mobility and safety at multiple intersections on a corridor are encouraged. However, projects that propose to reconstruct the roadway for the length of the corridor should apply in the Roadway Reconstruction/Modernization application category.

Examples of Spot Mobility and Safety Projects:

- New or extended turn lanes at one or more intersections
- New intersection controls such as roundabouts or traffic signals
- Unsignalized or signalized reduced conflict intersections
- Other innovative/alternative intersection designs such as green t-intersections

Scoring:

Criteria and Measures		Points	% of Total Points
1. Role in the Regional Transportation System and Economy		**175**	**16%**
	Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or Congestion Management Safety Plan Opportunity Areas	100	
	Measure B - Regional Truck Corridor Study Tiers	75	
2. Equity and Housing Performance		**100**	**9%**
	Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
	Measure B - Housing Performance Score	70	
3. Congestion Reduction/Air Quality		**275**	**25%**
	Measure A - Vehicle delay reduced	200	
	Measure B - Kg of emissions reduced	75	
4. Safety		**275**	**25%**
	Measure A - Crashes reduced	225	
	Measure B - Pedestrian Crash Reduction (Proactive)	50	
5 Multimodal Elements and Existing Connections		**100**	**9%**
	Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6. Risk Assessment		**75**	**7%**
	Measure A - Risk Assessment Form	75	
7 Cost Effectiveness		**100**	**9%**
	Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,100**	

Roadways Including Multimodal Elements

Strategic Capacity (Roadway Expansion)

Definition: A roadway project that adds thru-lane capacity (described as a Regional Mobility project under Strategic Capacity Enhancements in the TPP). Projects must be located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map. However, A-minor connectors cannot be expanded with new thru-lane capacity with these federal funds per regional policy ~~and must apply in the Reconstruction/Modernization and Spot Mobility application category~~.

Examples of Roadway Expansion Projects:

- New roadways
- Two-lane to four-lane expansions
- Other thru-lane expansions (excludes additions of a continuous center turn lane)
- Four-lane to six-lane expansions
- New interchanges with or without associated frontage roads
- Expanded interchanges with either new ramp movements or added thru lanes
- New bridges, overpasses and underpasses

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**210**	**19%**
Measure A – Congestion within Project Area, Level of Adjacent Congestion, ~~and~~ or Principal Arterial Intersection Conversion Study Priorities	80	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students	50	
Measure C - Regional Truck Corridor Study Tiers	80	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age	**40**	**4%**
Measure A - Date of construction	40	
5. Congestion Reduction/Air Quality	**150**	**14%**
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	**150**	**14%**
Measure A - Crashes reduced	~~150~~120	
Measure B – Pedestrian Crash Reduction (Proactive)	30	
7. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8. Risk Assessment	**75**	**7%**

	Measure A - Risk Assessment Form	75	
9. Cost Effectiveness		**100**	**9%**
	Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,100**	

Roadways Including Multimodal Elements

Roadway Reconstruction/Modernization ~~and Spot Mobility~~

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, and/or modernizes a corridor with improved safety, multimodal, or~~, or adds new spot~~ mobility elements (e.g., new turn lanes, traffic signal, or roundabout). Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-freeway principal arterial or A-minor arterial functionally classified roadway, consistent with the latest TAB approved functional classification map.

Examples of Roadway Reconstruction/Modernization ~~and Spot Mobility~~ Projects:

- Intersection improvements, including innovative intersection designs
- Alternative intersections such as unsignalized or signalized reduced conflict intersections (one intersection or multiple intersections)
- Interchange reconstructions that do not involve new ramp movements or added thru lanes
- Turn lanes
- Two-lane to three-lane conversions (with a continuous center turn lane)
- Four-lane to three-lane conversions
- Roundabouts
- Addition or replacement of traffic signals
- Shoulder improvements
- Strengthening a non-10-ton roadway
- Raised medians, frontage roads, access modifications, or other access management
- Roadway improvements with the addition of multimodal elements
- Roadway improvements that add safety elements
- New alignments that replace an existing alignment and do not expand the number of lanes

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**~~170~~105**	**~~15~~10%**
~~Measure A - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas~~	~~65~~	
Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs	~~40~~65	
Measure C - Regional Truck Corridor Study Tiers	~~65~~40	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Connection to disadvantaged populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age/Condition	**~~150~~175**	**~~14~~16%**
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	~~100~~125	
5. Congestion Reduction/Air Quality	**80**	**7%**
Measure A - Vehicle delay reduced	50	
Measure B - Kg of emissions reduced	30	
6. Safety	**~~150~~180**	**~~14~~16%**
Measure A - Crashes reduced	150	
Measure B – Pedestrian Crash Reduction (Proactive)	30	

Roadways Including Multimodal Elements

Criteria and Measures	Points	% of Total Points
7. Multimodal Elements and Existing Connections	~~100~~110	~~9~~10%
Measure A - Transit, bicycle, or pedestrian project elements and connections	~~100~~110	
8. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Roadways Including Multimodal Elements

Bridge Rehabilitation/Replacement

Definition: A bridge rehabilitation or replacement project located on a non-freeway principal arterial or A-minor arterial functionally classified roadway, consistent with the latest TAB-approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans as part of one application.

The bridge must carry vehicular traffic, but may also include accommodations for other modes. 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 not eligible for funding. Completely new bridges, interchanges, or overpasses should apply in the Roadway Expansion application category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet with a sufficiency rating less than 80 and classified as structurally deficient or functionally obsolete.
- Bridge replacement of 20 or more feet with a sufficiency rating less than 50 and classified as structurally deficient or functionally obsolete.

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**195**	**18%**
Measure A - Distance to the nearest parallel bridge	100	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and post-secondary students	30	
Measure C - Regional Truck Corridor Study tiers	65	
2. Usage	**130**	**12%**
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Condition	**400**	**36%**
Measure A – Bridge Sufficiency Rating	300	
Measure B – Load-Posting	100	
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
6. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Bus Rapid Transit Program

Definition: A transit project that builds the initial elements of a bus rapid transit line identified in the Transportation Policy Plan (TPP) or an extension of an existing bus rapid transit line. All forms of bus rapid transit in the TPP are eligible for funding through this program, including dedicated, highway, and arterial bus rapid transit, notwithstanding the following:

- Projects that are seeking federal Capital Investment Grants (CIG) program funding are ineligible for funding in this category for the CIG-funded project.
- Transit improvements on existing lines, such as new stations, expanded park-and-rides, or added customer amenities, are also ineligible in this category and must apply in Transit Expansion or Transit Modernization.

The list of eligible projects as of the Regional Solicitation release is listed below. These projects are ineligible from submitting applications under the Transit Expansion and Transit Modernization application categories. However, Transit Expansion projects may be submitted for supporting or connecting bus service to these projects and to pilot a demonstration service in a future BRT corridor.

Bus Rapid Transit Program Projects:

- D Line (Chicago-Emerson-Fremont) Arterial BRT
- B Line (Lake Street/Marshall Avenue) Arterial BRT
- E Line (Hennepin Avenue) Arterial BRT
- American Boulevard Arterial BRT
- Central Avenue NE Arterial BRT
- East 7th Street Arterial BRT
- Nicollet Avenue Arterial BRT
- Robert Street Arterial BRT
- West Broadway Arterial BRT
- METRO Red Line Extension
- METRO Orange Line Extension
- Red Rock Bus Rapid Transit
- Highway 169 Highway Bus Rapid Transit
- I-35W North Highway Bus Rapid Transit
- I-394/Highway 55 Highway Bus Rapid Transit
- Highway 36 Highway Bus Rapid Transit

Scoring:

Bus rapid transit projects will not be evaluated with a scored application. A funding amount (or range) will be adopted with the Regional Solicitation release and the final allocation to specific projects will be adopted with the Regional Solicitation project selection.

Transit and Travel Demand Management (TDM)

Transit Expansion

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep is not eligible. Projects that deliver elements of a future bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes BRT lines may be eligible. Improvements to existing BRT lines are eligible but extensions to existing BRT lines are not eligible. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.

Projects that intend to apply as "New Market" projects must submit a project description that verifies the New Market definition, which will be reviewed as part of the qualifying review. Generally, New Market projects must be serving a new geography or market and at least provide service or improvements in Transit Market Area 3, 4, or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center (see Transportation Policy Plan, Appendix G for more details). The New Market definition excludes projects that improve or provide only peak-direction commute express service that is oriented to downtown Minneapolis (including the U of MN) or downtown Saint Paul.

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Customer facilities along a route for new or expanded service, new transit centers or stations ~~along a route~~
- Park-and-ride facilities or expansions

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**350**	**32%**
Measure A - New Annual Riders	350	
3. Equity and Housing Performance	**200**	**18%**
Measure A - Connection to disadvantaged populations and projects benefits	130	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	**200**	**18%**
Measure A - Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	**100**	**9%**

Measure A - Bicycle and pedestrian elements of the project and connections	100	
6. Risk Assessment	**50**	**5%**
Measure A - Risk Assessment Form	50	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total annual project cost)	100	
Total	**1,100**	

Transit and Travel Demand Management (TDM)

Transit Modernization

Definition: A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not eligible. Projects that deliver elements of a future bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes BRT lines may be eligible. Improvements to existing BRT lines are eligible but extensions to existing BRT lines are not eligible. Projects associated wholly or in part with new service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. Council staff can be consulted before the application deadline to determine a project's eligibility.

Examples of Transit Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- Intelligent transportation system (ITS) measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**325**	**30%**
Measure A - Total existing annual riders	325	
3. Equity and Housing Performance	**175**	**16%**
Measure A - Connection to disadvantaged populations and project's benefits	105	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	**50**	**5%**
Measure A – Description of emissions reduced	50	
5. Service and Customer Improvements	**200**	**18%**
Measure A - Project improvements for transit users	200	
6. Multimodal Facilities and Connections	**100**	**9%**
Measure A - Bicycle and pedestrian elements of the project and connections	100	
7. Risk Assessment	**50**	**5%**
Measure A - Risk Assessment Form	50	
8. Cost Effectiveness	**100**	**9%**

Measure A – Cost effectiveness (total points awarded/total project cost)	100
Total	**1,100**

Travel Demand Management (TDM)

Definition: ~~Transportation~~ Travel ~~D~~demand ~~M~~management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**200**	**18%**
Measure A - Ability to capitalize on existing regional transportation facilities and resources	200	
2. Usage	**100**	**9%**
Measure A - Users	100	
3. Equity and Housing Performance	**150**	**14%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	80	
Measure B - Housing Performance Score	70	
4. Congestion Reduction/Air Quality	**300**	**27%**
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	150	
5. Innovation	**200**	**18%**
Measure A - Project innovations and geographic expansion	200	
6. Risk Assessment	**50**	**5%**
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Bicycle and Pedestrian Facilities

Multiuse Trails and Bicycle Facilities

Definition: A project that benefits bicyclists (or bicyclists and other non-motorized users). All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve both a transportation purpose and a recreational purpose. Multiuse trail bridges or underpasses should apply in this application category instead of the Pedestrian Facilities application category given the nature of the users and the higher maximum award amount.

Examples of Multiuse Trail and Bicycle Facility Projects:

- Multiuse trails
- Trail bridges/underpasses
- On-street bike lanes
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**200**	**18%**
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
2. Potential Usage	**200**	**18%**
Measure A - Existing population and employment within 1 mile	~~150~~200	
~~Measure B – Snow and ice control~~	~~50~~	
3. Equity and Housing Performance	**120**	**11%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	**250**	**23%**
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
5. Multimodal Facilities and Existing Connections	**100**	**9%**
Measure A - Transit or pedestrian elements of the project and connections	100	
6. Risk Assessment/Public Engagement	**130**	**12%**
Measure A - Risk Assessment Form	130	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Bicycle and Pedestrian Facilities

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Definition: A project that primarily benefits pedestrians as opposed to multiple types of non-motorized users. Most non-motorized projects should apply in the Multiuse Trail and Bicycle Facilities application category. All projects must relate to surface transportation. 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. Multiuse trail bridges or underpasses should apply in the Multiuse Trail and Bicycle Facilities application category instead of this application category given the nature of the users and the higher maximum awards.

Examples of Pedestrian Facility Projects:

- Sidewalks
- Streetscaping
- Americans with Disabilities Act (ADA) improvements
- Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**150**	**14%**
Measure A - Connection to Jobs and Educational Institutions	150	
2. Potential Usage	**150**	**14%**
Measure A - Existing population within 1/2 mile	150	
3. Equity and Housing Performance	**120**	**11%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	**300**	**27%**
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies corrected or safety problems addressed	180	
5. Multimodal Facilities and Existing Connections	**150**	**14%**
Measure A - Transit or bicycle elements of the project and connections	150	
6. Risk Assessment	**130**	**12%**
Measure A - Risk Assessment Form	130	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Bicycle and Pedestrian Facilities

Safe Routes to School (Infrastructure Projects)

Definition: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site.

Examples of Safe Routes to School Infrastructure Projects:

- Sidewalks benefiting people going to the school
- Multiuse trails benefiting people going to the school
- Improved crossings benefiting people going to the school
- Multiple improvements

Scoring:

Criteria and Measures	Points	% of Total Points
1. Relationship between Safe Routes to School Program Elements	**250**	**23%**
Measure A - Describe how project addresses 5 Es* of SRTS program	150~~250~~	
Measure B – Completion of Safe Routes to School Plan	100	
2. Potential Usage	**250**	**23%**
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
3. Equity and Housing Performance	**120**	**11%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	**250**	**23%**
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety or security addressed	150	
5. Public Engagement/Risk Assessment	**130**	**12%**
Measure A - Public engagement process	45	
Measure B - Risk Assessment Form	85	
6. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

** The 5 Es of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement.*

Project applicants can also "bundle" two or more projects together, but they must either be ~~to meet the funding minimum. Bundled projects must fall into one of two types~~:

- Projects located along the same corridor (e.g., filling multiple trail gaps along a trail corridor or projects at stops/stations along a transit route)
- Similar improvements within a defined neighborhood or downtown area (e.g., adding benches along the sidewalks in a downtown area)

Traffic management technologies projects are exempt from the bundling rules.

Bundling of independent projects that ~~can each meet the project minimum and~~ are not related to one another as described above are not allowed. For eligible bundled projects, when doing scoring of multiple locations, an average will be used for geographically based measures.

Applicants are encouraged to contact TAB Coordinator Elaine Koutsoukos (Elaine.koutsoukos@metc.state.mn.us; 651-602-1717) if they have questions regarding project bundling.

General Process and Rules

1. TAB selected ~~58~~ 57 transportation projects as part of the ~~2016~~ 2018 Regional Solicitation. An evaluation process took place in the ~~summer and fall of 2017~~Spring and Summer of 2019 to continue to improve all aspects of the Regional Solicitation including the scoring criteria. The following are the major changes that are implemented in the ~~2018~~ 2020 Regional Solicitation:
    - Required completion of an ADA transition plan as a qualifying criterion. Only substantial work toward completion of a plan was required in the last funding cycle.
    - Added a new Bus Rapid Transit program category and makes this type of project ineligible in Transit Expansion and Transit Modernization application categories.
    - Started a Transit New Market guarantee that ensures that at least one transit project is funded that serves suburban areas (i.e., Transit Market Areas 3, 4 or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center).
    - Set aside 2.5% of the total available funds for Unique Projects, including the Regional Travel Model. These 2024 and 2025 funds will be allocated as part of the 2022 Regional Solicitation, closer to project implementation.
    - Improved the equity scoring measure to focus less on geography and more on the benefits and outreach specific to the project.
    - Added as a qualifying criterion that Multiuse Trails and Bicycle Facilities project sponsors include a letter from the operator of the facility confirming that they will maintain trails for year-round bicycle and pedestrian use, including snow and ice control .
    - Eliminated the $10 million minimum set-aside for the Bridge application category.
    - Added a new roadways application category, Spot Mobility and Safety, with a minimum award of $1M and a maximum federal award of $3.5M.
    - Change the following federal award limits:
        - Decreased the Traffic Management Technologies maximum federal award from $7M to $3.5M.
        - Increased the Strategic Capacity (Roadway Expansion) maximum federal award from $7M to 10M.

- Decreased the Multiuse Trail and Bicycle Facilities maximum award from $5.5M to $4M
- Increased the Transit Modernization minimum award from $100,000 to $500,000.
- Increased the TDM minimum award from $75,000 to $100,000.

- Began implementation of the region's Congestion Management Process (CMP) using a new congestion measure in the roadway applications.
- Added a new pedestrian safety measure in the roadway application categories to emphasize the regional need for improved pedestrian safety.
- Included a new provision in the roadway Cost Effectiveness measure that allows projects that have been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), to reduce the total project cost for the purposes of the scoring measure by the amount of the outside funding award.
- Added a new sub-part to the Risk Assessment measure that asks applicants about public and stakeholder involvement on the proposed project.
- Included the Bike Barriers Study into the scoring in the Multiuse Trails and Bicycle Facilities application category and the roadways application (Multimodal Facilities and Connections measure).

2. Project sponsors must incur the cost of the project prior to repayment. Costs become eligible for reimbursement only after a project has been approved by MnDOT State-Aid and the appropriate USDOT modal agency.
3. The construction cost of projects listed in the region's draft or adopted TIP is assumed to be fully funded. TAB will not consider projects already listed in the draft or adopted TIP, nor the reimbursement of advanced construction funds for those projects, for funding through the solicitation process.
4. Projects may apply for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), but projects can only be awarded funds from one of the two programs.
4.5. Projects selected to receive federal funding through this solicitation will be programmed in the regional TIP in years 2022 2024 and 20232025, taking into consideration the applicant's request and the TAB's balancing of available funds.
5.6. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope or cost of an approved project as described in the TAB's Scope Change Policyscope change process memo. http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Scope-Change-Policy.aspx
6.7. **A project will be removed from the program if it does not meet its program year.** The program year aligns with the state fiscal year. For example, if the project is programmed for 2022 2024 in the TIP, the project program year begins July 1, 20212023, and ends June 30, 20222024. Projects selected from this solicitation will be programmed in 2022 2024 and 20232025. The Regional Program Year Policy outlines the process to request a one-time program year extension. http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-(PDF-154-KB).aspx
7.8. Applicants for transit projects should be aware of the schedule and associated time lag for receiving federal funds for transit vehicle and transit operating projects. Applicants are encouraged to contact Michael Hochhalter at the Metropolitan Council

Michael.hochhalter@metc.state.mn.us or 651-602-1961) for more details on selecting a preferred program year as part of the application given this time lag.

~~8.~~9. Transit projects will be given an opportunity to have their ridership projections reviewed by Council staff prior to submittal in order to determine whether the scoring methodology is sound. Any applicant wanting to have an optional review should submit draft ridership information to the TAB Coordinator two weeks prior to the application deadline.

~~9.~~10. The announcement of funding availability is posted on the Metropolitan Council website and emailed to local stakeholders.

~~10.~~11. The applicant must show that the project meets all of the qualifying requirements of the appropriate application category to be eligible to be scored and ranked against other projects. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee Funding & Programming (TAC F&P) Committee meeting.

~~11.~~12. A set of prioritizing criteria with a range of points assigned is provided for each application category. The applicant must respond directly to each prioritizing criterion in order for it to be scored and receive points. Projects are scored based on how well the response meets the requirements of the prioritizing criteria and, in some cases, how well the responses compare to those of other qualifying applications in the same project application category.

~~12.~~13. Members of the TAC Funding and Programming Committee or other designees will evaluate the applications and prepare a ranked list of projects by application category based on a total score of all the prioritizing criteria. The TAC will forward the ranked list of projects with funding options to TAB. TAB may develop its own funding proposals. TAB will then recommend a list of projects to be included in the region's TIP ~~to receive federal funds~~and the Metropolitan Council concurs. TAB submits the Draft TIP to the Metropolitan Council for concurrence.

~~13.~~14. TAB may or may not choose to fund at least one project from each application category.

~~14.~~15. Scoring committees have the option to recommend a deviation from the approved scoring guidance if a rationale for the deviation is provided to the TAC Funding and Programming Committee.

~~15.~~16. For many of the quantitative measures in the Regional Solicitation, the scoring guidance gives the top project 100% of the points and the remaining projects a proportionate share of the full points. If there is a high-scoring outlier on a particular measure, the scorer will have the option to prorate the other scores based on the second highest scoring project instead of the top project.

~~16.~~17. TAB will only fund a roadway or bridge project on a roadway that is spaced at least ~~3~~1.5 miles away from another funded project on the same roadway (only applies to two separate applications selected in the same solicitation).

~~17.~~18. TAB will not fund more than one transit capital project in a transitway corridor (only applies to two separate applications selected in the same solicitation).

~~18.~~19. TAB will not fund more than one bicycle or pedestrian facility project in the same corridor (only applies to two separate applications selected in the same solicitation). For trails, a funded project may be on the same trail facility as another funded project as long as the two projects serve different users and destinations.

Project Schedule

Table 4 shows the key milestones in the Regional Solicitation review, scoring, and selection process. All applications are due by 4:00 P.M. on ~~July 13~~April X, ~~2018~~2020*.

TABLE4: REGIONAL SOLICITATION SCHEDULE UPDATE SCHEDULE

Date	Process
5/18/2018	Regional Solicitation released. **Applicants can obtain on-line access at this time.**
7/9/2018	**Applicants must apply for on-line access by 4:00 P.M.**
7/13/2018	**Application deadline – 4:00 P.M.**
7/19/2018	Qualifying reviews begin.
8/10/2018	Qualifying review completed (staff notify applicants that do not qualify).
8/16/2018	TAC F&P Committee meeting: Qualifying appeals heard.
8/20/2018	Scoring committees begin evaluating all qualified applications.
10/5/2018	Scoring completed. Staff prepares results for TAC F&P Committee meeting (10/18/18).
10/18/2018	TAC F&P releases project scores.
10/18/2018	Scores distributed to applicants; appeal period begins.
10/31/2018	Scoring appeal deadline.
11/15/2018	TAC F&P Committee meeting: Scoring appeals reviewed, funding options developed.
12/20/2018	TAC F&P considers funding options presented by staff and votes to eliminate, modify or create options and forwards them to the TAC.
1/2/2019	TAC review of funding options and recommendation to TAB.
1/16/2019	TAB approval of funding recommendations and direct staff to include them into the draft 2018-2021 TIP. Council concurrence on 12/XX/2020.

*Subject to change based on TAB and Metropolitan Council approval.

Contacts

For general questions about the Regional Solicitation or to request special accommodation in using the Webgrants application submittal system, please contact:

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101
(651) 602-1717

Elaine.Koutsoukos@metc.state.mn.us

Technical Assistance Contacts

Table 5 provides contacts for technical assistance in providing necessary data in order to address various prioritizing criteria. Before contacting any technical expert below, please use existing local sources. Local experts in many cases are the appropriate contact for much of the data needed to respond to criteria. In some instances, it may take five or more workdays to provide the requested data. Please request data as soon as possible.

TABLE 5. TECHNICAL ASSISTANCE CONTACTS

Subject	Name	Organization	Email	Phone Number
General	Elaine Koutsoukos Joe Barbeau	TAB Met Council	Elaine.koutsoukos@metc.state.mn.us Joseph.barbeau@metc.state.mn.us	(651) 602-1717 (651) 602-1705
Traffic Volumes				
Freeways	Jason Junge	MnDOT	Jason.Junge@state.mn.us	(651) 234-7875
State Roads	Christy Prentice Gene Hicks	MnDOT MnDOT	Christy.prentice@state.mn.us Gene.hicks@state.mn.us	(651) 366-3844 (651) 366-3856
Heavy Commercial	John Hackett	MnDOT	John.Hackett@state.mn.us	(651) 366-3851
2040 Projections	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Synchro	Kevin Schwartz	MnDOT	Kevin.schwartz@state.mn.us	(651) 234-7840
Crashes	Cherzon Riley	MnDOT	Cherzon.riley@state.mn.us	(651) 234-7836
Freeway Management	Terry Haukom	MnDOT	Terry.haukom@state.mn.us	(651) 234-7980
Trunk Highway Traffic Signals				
Signal Operations	Mike Fairbanks	MnDOT	Mike.Fairbanks@state.mn.us	(651) 234-7819
Signal/Lighting Design	Michael Gerbensky	MnDOT	Michael.gerbensky@state.mn.us	(651) 234-7816
State Aid Standards	Colleen Brown	MnDOT	Colleen.brown@state.mn.us	(651) 234-7779
Bikeway/Walkway Standards	Gina Mitteco	MnDOT	Gina.mitteco@state.mn.us	(651) 234-7878
Interchange Approvals	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793
Safe Routes to School	Dave Cowan	MnDOT	Dave.Cowan@state.mn.us	(651) 366-4180
Regional Bicycle Transportation	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1756

Subject	Name	Organization	Email	Phone Number
Network and Bicycle Barriers				
~~Thrive MSP 2040 Centers~~	~~Dan Marckel~~	~~Met Council~~	~~Dan.marckel@metc.state.mn.us~~	~~(651) 602-1548~~
Housing Performance Scores	~~Jonathan Stanley~~Hilary Lovelace	Met Council	~~Jonathan.stanley@metc.state.mn.us~~hilary .lovelace@metc.state.mn.us	(651)-602-~~1051~~1555
Equity Measures	Heidi Schallberg	Met Council	Heidi.schallberg@metc.state.mn.us	(651)602-1721
Demographics by TAZ	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Transit Ridership	Daniel Pena	Met Council	daniel.pena@metc.state.mn.us	(651) 602-1721
Transit Funding Timeline	Michael Hochhalter	Met Council	Michael.hochhalter@metc.state.mn.us	(651) 602-1961
Emissions Data	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Principal Arterial Intersection Conversion Study	Steve Peterson	Met Council	Steven.peterson@metc.state.mn.us	(651) 602-1819
Regional Truck Highway Corridor Study	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1756
Congestion Management ~~and~~ Safety Plan	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793

Qualifying Requirements

July 10, 2019

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. For questions contact Elaine Koutsoukos at Elaine.Koutsoukos@metc.state.mn.us.

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~~2018), the 2040 Regional Parks Policy Plan (~~2015~~2018), and the 2040 Water Resources Policy Plan (2015). https://metrocouncil.org/Planning/Projects/Thrive-2040.aspx

   ☐ 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. Briefly ~~l~~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 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 State Aid 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.

Table 1: Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Traffic Management Technologies (Roadway System Management)	$250,000	$~~7~~3,5000,000
	Spot Mobility and Safety	$1,000,000	$3,500,000
	Strategic Capacity (Roadway Expansion)	$1,000,000	$~~7~~10,000,000
	Roadway Reconstruction/ Modernization ~~and Spot Mobility~~	$1,000,000	$7,000,000
	Bridges Rehabilitation/ Replacement	$1,000,000	$7,000,000
Transit and TDM Projects	Bus Rapid Transit Program	TBD	TBD
	Transit Expansion	$500,000	$7,000,000
	Transit Modernization	$~~100~~500,000	$7,000,000
	Travel Demand Management (TDM)	$~~75~~100,000	$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	$250,000	$~~5,500,000~~4,000,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	$250,000	$1,000,000
	Safe Routes to School	$250,000	$1,000,000

☐ 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. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a ~~, or be substantially working towards, completing a~~ current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

   ☐ The applicant is a public agency that employs 50 or more people and has ~~an~~ a completed~~adopted~~ ADA transition plan that covers the public right of way/transportation. Date plan ~~adopted~~ completed by governing body and link to plan: _____

   ☐ The applicant is a public agency that employs 50 or more people and does not have a completed ADA transition plan that covers the public right of way/transportation. ~~Date plan adopted by governing body: _____ is currently working towards completing an ADA transition plan that covers the public rights of way/transportation. Date process started _____ Date of anticipated plan completion/adoption: _____~~

   ☐ The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation. Date self-evaluation completed and link to plan: _____

   ☐ The applicant is a public agency that employs fewer than 50 people and does not have a completed~~is working towards completing an~~ ADA self-evaluation that covers the public rights of way/transportation. ~~Date process started _____ Date of anticipated plan completion/adoption: _____~~

   ☐ *(TDM Applicants Only)* The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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 year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

    ☐ 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 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. ~~**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. ~~**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.

4. **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.

5. **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.

6. **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.

7. ~~**Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:**~~ 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 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

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. (Attach agreement)

   ☐ Check the box to indicate that the project is not in active railroad right-of-way.

3. **Multiuse Trails and Bicycle Facilities projects only:** All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt.

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

~~3.~~4. **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.~~5. **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 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.

5. **Travel Demand Management projects only:** The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

6. **Travel Demand Management projects only:** The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

Application: Regional Solicitation for Transportation Projects in ~~2022~~ 2024 and ~~2023~~2025

Complete and submit the following online application **by 4:00 PM on ~~July~~ April X~~13~~, ~~2018~~2020**.

For questions contact Elaine Koutsoukos at Elaine.Koutsoukos@metc.state.mn.us.

PROJECT INFORMATION

1. PROJECT NAME:
2. PRIMARY COUNTY WHERE THE PROJECT IS LOCATED: (Select from drop down list)
3. CITIES OR TOWNSHIPS WHERE THE PROJECT IS LOCATED:
4. JURISDICTIONAL AGENCY (IF DIFFERENT THAN THE APPLICANT):
5. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. – limit to 400 words):
6. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION – will be used in TIP if the project is selected for funding (Link):
7. PROJECT LENGTH (to the nearest one-tenth of a mile):

PROJECT FUNDING

8. Are you applying for competitive funds from another source(s) to implement this project? Yes ☐ No ☐ If yes, please identify the source(s):
9. FEDERAL AMOUNT: $
10. MATCH AMOUNT: $ (Minimum of 20% of the project total)
11. PROJECT TOTAL: $
12. MATCH PERCENTAGE (Minimum of 20%): (Compute the match percentage by dividing the match amount by the project total)
13. 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):
14. PROGRAM YEARS (Check all years that are feasible): ☐ ~~2020~~ 2022 (TDM Only) ☐ ~~2021~~ 2023 (TDM Only) ☐ ~~2022~~ 2024 ☐ ~~2023~~2025
15. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): ☐ ~~2019~~ 2021 ☐ ~~2020~~ 2022 ☐ ~~2021~~2023

REQUIRED ATTACHMENTS

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below.

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.

Documents to Upload Below:

1. SUMMARY:

- 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.

- A photograph 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.~~

2. 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.

- 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. Attach additional maps here.

3. COORDINATION

- The applicant must include a letter of support from the agency that owns/operates 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 or competitive grant program to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate/documentation of the competitive award.

- **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.

- Transit projects including last-mile shuttle service, upload Letter of Commitment.

4. OTHER

- **For Roadway ~~Expansion, Roadway Reconstruction/Modernization, and Traffic Management Technologies (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). Upload additional attachments for multiple intersection reports.*

- **For Roadway projects only:** The applicant should attach the listing of crashes, the B/C worksheet, and the crash modification factors used. *These documents must be attached within the web-based application form for Measure 6A (Crashes Reduced).*

- **For Bridge projects only**: The applicant should attach the latest Structure Inventory Report. *These documents must be attached within the web-based application form for Measure 4B (Bridge Sufficiency Rating).*

- **For Roadway projects only:** The applicant should attach documentation of any outside, competitive funding awarded to the project. This award amount can be used to reduce the total project cost for the purposes of the Cost Effectiveness scoring measure. *These documents must be attached within the web-based application form for the Cost Effectiveness Measure.*

- **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.

- **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://saferoutesdata.org/downloads/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).*

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: _____

MILES OF TRAIL ON THE REGIONAL BICYCLE TRANSPORTATION NETWORK (nearest 0.1 miles)_____

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: _____

MILES OF SIDEWALK (nearest 0.1 miles)_____

MILES OF TRAIL (nearest 0.1 miles)_____

MILES OF TRAIL ON THE REGIONAL BICYCLE TRANSPORTATION NETWORK (nearest 0.1 miles)_____

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 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 ~~2018~~ 2020 cost estimates for all project elements including transit vehicle and operating costs.

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, then 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		
☐	**Mobilization (approx. 5% of total cost)**	**$**
☐	**Removals (approx. 5% of total cost)**	**$**
☐	**Roadway (grading, borrow, etc.)**	**$**
☐	**Roadway (aggregates and paving)**	**$**
☐	**Subgrade Correction (muck)**	**$**
☐	**Storm Sewer**	**$**
☐	**Ponds**	**$**
☐	**Concrete Items (curb & gutter, sidewalks, median barriers)**	**$**
☐	**Traffic Control**	**$**
☐	**Striping**	**$**
☐	**Signing**	**$**
☐	**Lighting**	**$**
☐	**Turf - Erosion & Landscaping**	**$**
☐	**Bridge**	**$**
☐	**Retaining Walls**	**$**
☐	**Noise Wall (do not include in cost effectiveness measure)**	**$**
☐	**Traffic Signals**	**$**

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