

ACTION TRANSMITTAL No. 2016-46

DATE: August 10, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
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SUBJECT: 2016 Regional Solicitation Qualifying Review
RECOMMENDED MOTION: Recommendations shown below for each of seven proposals.

BACKGROUND AND PURPOSE OF ACTION: Metropolitan Council staff reviewed the qualifying criteria and policy consistency for all projects submitted in the 2016 Regional Solicitation. The following pages include letters sent to the contact person for each of the applications that had qualifying issues, along with maps and project information. The Funding and Programming Committee will vote on whether to disqualify those applications that do not meet the requirements of the Qualifying Criteria and General Policies. The qualifying review decision ends with TAC Funding and Programming and does not continue on to TAC.

STAFF ANALYSIS: The following applications have potential qualifying review issues:

ROADWAY SYSTEM MANAGEMENT

1. Hennepin County: ATMS (5218)

Qualifying Issue: The applicant bundled four different projects together that are located in various parts of Hennepin County. Given the total project cost (\$2.2M; \$1.76M federal), each appears to be able to meet the minimum federal request (\$250,000), rendering bundling not allowable. However, based on conversations with the applicant, the proposed project is filling in gaps in the fiber optic cable system that all tie back to one central traffic management center in Medina. Based on this information, whether this is bundling of multiple projects is open to interpretation.

Options:

- Disqualify the project.
- Allow the project to compete. As stated in the Regional Solicitation materials, “for eligible bundled projects, when scoring of multiple locations, an average will be used for geographically-based measures.” The information needed to input an average of the four corridors was attached to the original application and could easily be incorporated for measure 1B (Connection to Total Jobs and Manufacturing/ Distribution Jobs). For measure 3A (Connection to Disadvantaged Populations and Project Benefits), the scorer could use the information supplied in the application to derive an average score for the four corridors.

Recommendation: Allow the project to compete with changes being made to an average score for measures 1B and 3A. Given the nature of the traffic management center, this could be interpreted as compliant. Further, treating this as one project is a more efficient use of public funds than would be with four separate projects. Therefore, the applicant should be allowed to be scored and compete against other projects for funding.

ROADWAY BRIDGE REHABILITATION AND REPLACEMENT

2. Anoka County: CSAH 22 Bridge Replacement (5249)

Qualifying Issue: The sufficiency rating of 62.2 for the project is higher than the maximum sufficiency rating allowed for a bridge replacement to be funded through the Regional Solicitation (50).

Anoka County has withdrawn its application.

3. Washington County: CSAH 5 Bridge (5407)

Qualifying Issue: The request for \$940,240, federal, is below the \$1 million minimum request in the bridge category. It should be noted that the minimum federal request is less than \$1 million in seven of the other application categories.

Options:

- Disqualify the project.
- Allow the project to compete with a federal request of \$940,240.

Recommendation: Disqualify the project. The project as submitted is not large enough to fit the TAB-established cost range.

TRANSIT MODERNIZATION

4. Metro Transit: Heywood Bus Garage (5323)

Qualifying Issue: The application requested \$67.2 million from the Solicitation. The maximum federal request is \$7 million.

Options:

- Disqualify the project.
- Allow the project to compete with a federal request of \$7 million.

Recommendation: Provided the applicant is willing, and shows it is able, to provide the increased local match, allow the project to compete with a federal request of \$7 million. The project is otherwise eligible as submitted.

5. Metro Transit: Blue Line LRT Enhancement (5442)

Qualifying Issue: The application requested \$33,837,120 from the Solicitation. The maximum federal request is \$7 million.

Options:

- Disqualify the project.
- Allow the project to compete with a federal request of \$7 million.

Recommendation: Provided the applicant is willing, and shows it is able, to provide the increased local match, allow the project to compete with a federal request of \$7 million. The project is otherwise eligible as submitted.

PEDESTRIAN FACILITIES

6. Metro Transit: LRT Station Upgrades (5437)

Qualifying Issue: The project should have been submitted in the Transit Modernization category. The Introduction section of the Regional Solicitation states that if an applicant submits a projects in the incorrect category, the application may be disqualified. The application currently lacks much of the information that would enable it to be scored in a new application category in a different mode.

Options:

- Disqualify the project.
- Allow the project to move to Transit Modernization and the applicant to provide information to missing replies.
- Allow the application to remain in the Pedestrian category.

Recommendation: Consider disqualifying the application or allowing the project sponsor to provide missing information that would enable it to compete in the Transit Modernization category. Given the nature of this project, allowing it to compete in the Pedestrian category is not recommended.

SAFE ROUTES TO SCHOOL

7. Carver County: US 212 Safety Improvements (5195)

Qualifying Issue: The application requested \$1,225,360 in federal funds from the Solicitation. The maximum federal request is \$1 million.

Options:

- Disqualify the project.
- Allow the project to compete with a federal request of \$1 million.

Recommendation: Provided the applicant is willing, and shows it is able, to provide the increased local match, allow the project to compete with a federal request of \$1 million. The project is otherwise eligible as submitted.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.