

INFORMATION ITEM

DATE: July 11 2019

TO: TAC Funding and Programming Committee

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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 1-36)

While TAB's Regional Solicitation Work Group is currently considering changing maximum federal funding amounts and setting aside a portion of funds for arterial bus rapid transit (ABRT), no key changes are considered for the attached applications.

Introduction (Pages 37-60)

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 43)
- Federal award limit changes (page 41):
 - 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
 - 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 61-67)

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 63).
- In the Multiuse Trails and Bicycle Facilities category all applications must include a letter from the operator of the facility confirming that they will maintain trails for year-round bicycle and pedestrian use (page 65).

Forms (Pages 68-75)

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

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. 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.

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Customer facilities 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.

Transit Expansion

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. Eligible transitway projects are those that have a mode and alignment identified in 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 forecast (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 area 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.

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. 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 $(10/20) \times 130$ 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 sewer 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, NO_x, CO_{2e}, PM_{2.5}, 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)
NO_x Reduced _____ (online calculation)
CO_{2e} Reduced _____ (online calculation)
PM_{2.5} 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/archeological 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.

<u>Project Type</u>	<u>Years of Useful Life</u>
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 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
- 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 disadvantageded 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. Eligible transitway projects are those that have a mode and alignment identified in 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 $(10/20) \times 105$ 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 ~~2018-20179~~ 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.

<u>Project Type</u>	<u>Years of Useful Life</u>
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

Travel Demand Management (TDM) – Prioritizing Criteria and Measures

March 12, 2018

Definition:

~~Transportation~~ ~~Travel~~ Demand 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 disadvantageded populations and project's benefits, impacts, and mitigation	80	
Measure B - Housing Performance Score	70	
4. Congestion Reduction/Air Quality	300	27%
Measure A - Areas of Traffic Congestion and Reduction in SOV Trips	150	
Measure B - Emissions Reduction	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	

1. Role in the Regional Transportation System and Economy (200 Points) - This criterion measures the existing regional transportation resources that can be capitalized on as part of this project.

- A. **MEASURE:** Identify the existing regional transportation facilities and resources on which the project will capitalize (transit stations, key roadways, bikeways, etc.).

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

SCORING GUIDANCE (200 Points)

The applicant will receive points based on the quality of the response. Projects that effectively use existing organization and regional infrastructure and manage congestion and use on key facilities will receive the most points. The applicant with the top score will receive full points. Remaining projects will receive a share of the full points.

2. Usage (100 Points) – This criterion quantifies the project’s impact by estimating the number of direct users of the TDM by identifying the strength of its connection to target groups.

- A. **MEASURE:** Calculate and provide the number of average weekday users of the project. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. Applicants must describe their methodology for determining the number of project users. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project.

Benefits may include:

- Access to jobs
- Reduced congestion
- Reverse commute assistance
- Ability to live car-free
- Overcoming barriers to non-traditional commuting (e.g., shift times not adhering to transit schedules; long transit trips due to transfers/timing)
- Major employers or employment areas
- Reduced transportation costs through subsidizing/incentivizing alternative modes

RESPONSE:

- Average Weekday Users: _____

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

SCORING GUIDANCE (100 Points)

The applicant will receive points based on the quality of the response and the number of average weekday users. The project that most effectively defines a targeted population and the ability to reach that population, along with the most effective benefits will receive the full points. Remaining projects will receive a share of the full points.

Applicants that provide an unclear or unreasonable methodology will receive 0 points.

3. Equity and Housing Performance (150 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. Describe the project’s positive benefits, and negative impacts, and mitigation(s) to minimize harm and promote equity for low-income populations; people of color; children, people with disabilities, and the elderly along with a description on how the impacted communities have been engaged.

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

RESPONSES:

1. (20 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. (60 points) Describe the project’s positive benefits to the identified communities. 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. (-10 to 0 points) Describe any negative externalities created by the project and 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. (Negative impacts can occur during construction/ implementation) 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 (80 Points)

Each application will be scored as described below.

1. (20 points): The project with the most impactful and meaningful community engagement will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (60 points) The project with the most positive benefits will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (up to 0 points) The scorer will reduce the score by one point 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 deducted.

Following the scoring of the above elements, each project’s combined score will be determined. The top-scoring project will be adjusted to 80 points with all other projects adjusted proportionately.

- 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 is 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 is in more than one jurisdiction, the points will be awarded based on an average score of the jurisdictions.

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: _____ (*Cities and Townships entered by applicant*)
- Population in each city/township: (information on the “Regional Economy” map)
- Housing Score: _____

Upload “Regional Economy” map.

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 is located 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 is 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. Congestion Reduction/Air Quality (300 Points) – This criterion measures the project’s ability to reduce congestion during the peak period in an area or corridor. This criterion also 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.

- A. **MEASURE:** Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and/or single occupancy vehicle (SOV) trips. (150 Points)

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

SCORING GUIDANCE (150 Points)

The applicant with best response will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.

- The project is located in an area of traffic congestion served by one or more principal arterials or A-minor arterials: Up to 50 Points, plus
- The project will reduce congestion and/or SOV trips in the project area: Up to 100 Points

- B. **MEASURE:** The applicant must show that the project will reduce CO, NO_x, CO_{2e}, PM_{2.5}, and/or VOC due to the reduction in VMT. Calculate and provide the number of one-way commute trips reduced and the average commute trip length to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions. Applicants must describe their methodology for determining the number of one-way trips reduced. (200 Points)

NOTE: A “trip” is defined as the journey from origin to destination. Round trip travel is considered two trips. Using multiple modes or multiple transit routes between an origin and destination does not constitute multiple trips.

- $VMT\ reduced = \text{Number of one-way commute trips reduced} * 12.1$

(12.1 is the regional average commute trip length in miles as determined by the 2011 Travel Behavior Inventory, conducted by Metropolitan Transportation Services. You may use a number other than 12.1 if you know the commute length of your targeted market area).

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 (Emissions reduction will be automatically calculated):

- Number of One-Way Commute Trips Reduced: _____
- Average Commute Trip Length (Default 12.1): _____

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

SCORING GUIDANCE (150 Points)

The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project reduced 5 kg and the application being scored reduced 4 kg, this applicant would receive $(4/5) * 150$ points or 120 points.

Applicants that do not provide methodology will receive 0 points. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

5. Innovation (200 Points) – This prioritizing criterion measures how well the project introduces new concepts to the region or expands to a new geographic region. Innovative TDM projects may involve the deployment of new creative strategies for the region, expand the geographic scope of a project to a new geographic area, serve populations that were previously unserved, or incorporate enhancements to an existing program.

A. **MEASURE:** Describe how the project is innovative or expands the geographic area of an existing project. (200 Points)

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

SCORING GUIDANCE (200 Points)

The applicant will receive the full points shown for each of the innovation categories based on the quality of the response. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points.

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

A project that duplicates efforts already occurring within the same geography can be subjected to a reduced score, at the scorer's discretion, if the scorer feels it is redundant and therefore not good stewardship of public funds.

6. Risk Assessment (50 Points) - This criterion measures technical capacity of the applicant and their long-term strategy to sustain their proposed projects beyond the initial funding period.

A. **MEASURE:** Describe the technical capacity of the applicant’s organization and what makes them well suited to deliver the project. (25 Points)

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

SCORING GUIDANCE (25 Points)

The applicant will receive a maximum of the points listed below, based on the quality of their response (200 words or less). Highest scoring projects will be led by agencies with staff expertise in TDM, experience in the field, and adequate resources to deliver the project in a timely manner. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 15 points and the application being scored had 10, this applicant would receive $(10/15)*25$ points or 17 points.

- Organization has experience implementing similar projects: Up to 10 Points, plus
- Organization has adequate resources to implement the project in a timely manner: Up to 15 Points

B. **MEASURE:** Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project. (25 Points)

RESPONSE (Check one):

- Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase: (25 Points)
- Applicant has identified potential funding sources that could support the project beyond the initial funding period: (15 Points)
- Applicant has not identified funding sources to carry the project beyond the initial funding period: (0 Points)

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

SCORING GUIDANCE (25 Points)

The applicant will receive a maximum of the points shown below based on the quality of their response. Applicants that receive the highest scores will have a financial plan in place to continue the project after the initial funding period. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 15 and the application being scored had 0, this applicant would receive $(0/15)*25$ points or 0 points.

7. Cost Effectiveness (100 Points) –This criterion will assess the project’s cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 6 criteria.

A. *MEASURE*: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls).

- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible project cost/

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

- Total Project Cost (entered in Project Cost Form): _____ (automatically calculated)
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

<p>SCORING GUIDANCE (100 Points)</p> <p>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 proportional 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.</p> <p>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.</p>
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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://metro council.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	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy
Usage	<ul style="list-style-type: none"> – Livability – Prosperity 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy
Equity and Housing Performance	<ul style="list-style-type: none"> – Equity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Leveraging Transportation Investments to Guide Land Use
Infrastructure Age	<ul style="list-style-type: none"> – Stewardship – Sustainability 	<ul style="list-style-type: none"> – Transportation System Stewardship
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Healthy Environment – Competitive Economy
Safety	<ul style="list-style-type: none"> – Livability – Sustainability 	<ul style="list-style-type: none"> – Safety and Security
Multimodal Facilities and Existing Connections	<ul style="list-style-type: none"> – Prosperity – Equity – Livability – Sustainability 	<ul style="list-style-type: none"> – Access to Destinations – Transportation and Land Use – Competitive Economy
Risk Assessment	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship
Cost Effectiveness	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship

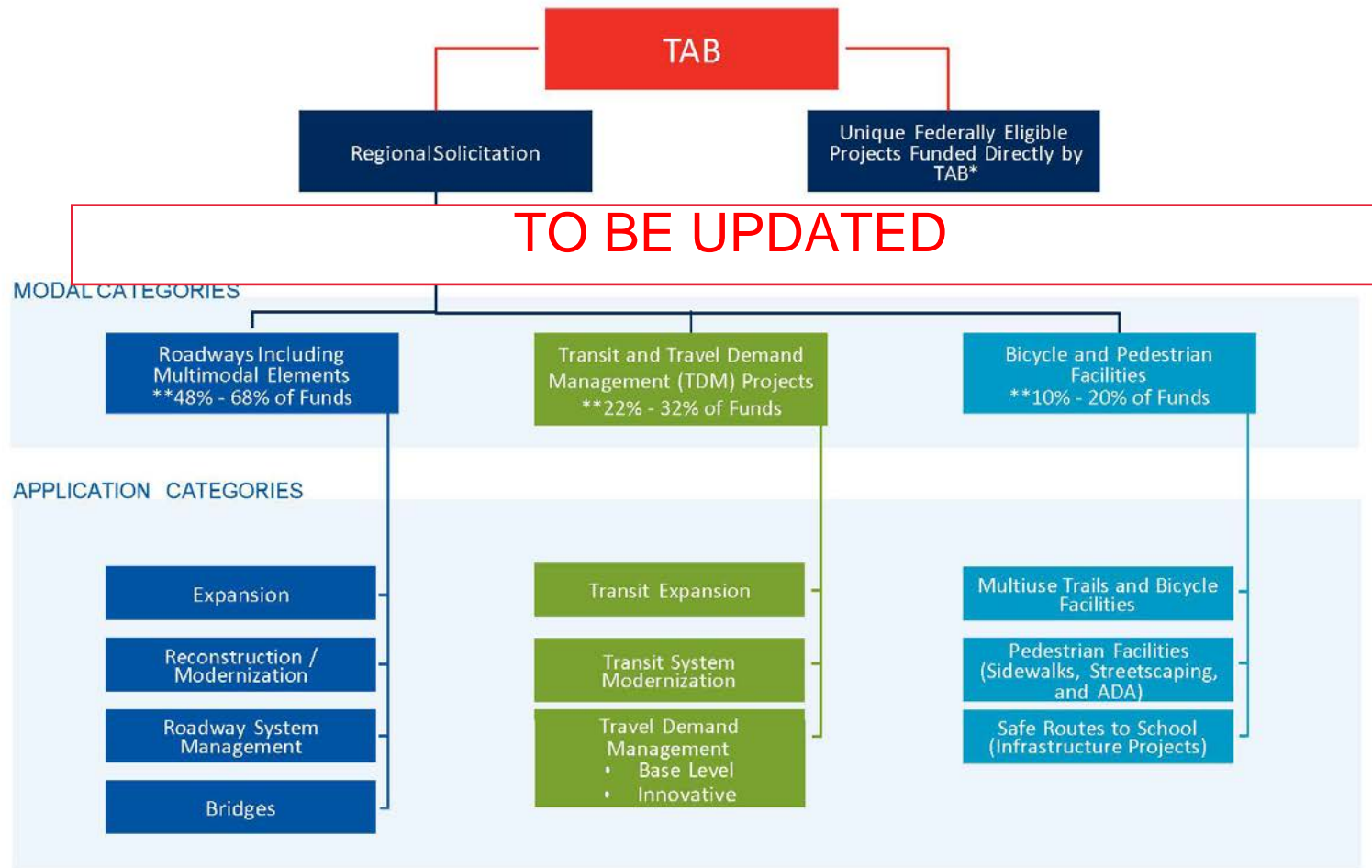
Modal Categories and Application Categories

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 application categories for a total of 10 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



*In some cases, there are unique projects that are federally eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These project types should request funding directly from TAB.

**TAB approved the 2018 Regional Solicitation modal funding ranges to provide guidance to applicants regarding the amount of the total federal dollars available to each mode.

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 <u>\$86M-</u> \$136M <u>\$122M</u>	Range of 22%-32% Range of \$44M <u>\$40M-</u> \$64M <u>\$58M</u>	Range of 10%-20% Range of \$20M <u>\$18M-</u> \$40M <u>\$36M</u>	100% \$200M <u>\$180M</u>

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.

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	\$7,000,000 <u>\$3,500,000</u>
	<u>Spot Mobility and Safety</u>	<u>\$1,000,000</u>	<u>\$3,500,000</u>
	<u>Strategic Capacity</u> (Roadway Expansion)	\$1,000,000	\$7,000,000 <u>\$10,000,000</u>
	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	Transit Expansion	\$500,000	\$7,000,000
	Transit Modernization	\$100,000 <u>\$500,000</u>	\$7,000,000
	Travel Demand Management (TDM)	\$75,000 <u>\$100,000</u>	\$500,000
Bicycle and Pedestrian Facilities	Multise Trails and Bicycle Facilities	\$250,000	\$5,500,000 <u>\$4,000,000</u>
	Pedestrian Facilities	\$250,000	\$1,000,000
	Safe Routes to School (Infrastructure Projects)	\$150,000	\$1,000,000

Traffic Management Technologies (Roadway System Management) – Prioritizing Criteria and Measures

June 13~~6~~, 2019

Definition: An Intelligent Transportation System (ITS) or similar project that primarily benefits roadway users. Traffic Management Technology projects can include project elements along a single corridor, multiple corridors, or within a specific geographic area such as a downtown area. To be eligible, projects must make improvements to at least one A-minor arterial or non-freeway principal arterial. Projects that are more transit-focused must apply in the Transit Modernization application category.

Examples of Traffic Management Technology 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
- Other emerging ITS technologies
- New/replacement traffic mgmt. centers
- New/replacement traffic communication
- New/replacement CCTV cameras
- New/replacement variable message signs & other info improvements
- Incident management coordination
- Vehicle to Infrastructure Technology

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 - Upgrades to obsolete equipment	75	
5. Congestion Reduction/Air Quality	200	18%
Measure A - Congested roadway	150	
Measure B - Emissions and congestion benefits of project	50	
6. Safety	200	18%
Measure A - Crashes reduced	50	
Measure B - Safety issues in project area	150	
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– Prioritizing Criteria and Measures

July 10, 2019

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	

Strategic Capacity (Roadway Expansion)– Prioritizing Criteria and Measures

July 10, 2019

Definition: A roadway project that adds thru-lane capacity (~~is~~ 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 - Project Location Relative to Jobs, Manufacturing, and Education	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 - Crashes reduced Pedestrian Crash Reduction (Proactive)	30	
7. Multimodal Elements and Existing Connections	100	9%
Measure A - Transit, bicycle, or pedestrian project elements & 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	

Roadway Reconstruction/Modernization and Spot Mobility – Prioritizing Criteria and Measures

July 10, 2019

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
- 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 that add 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 <u>105</u>	15 <u>10</u> %
Measure A - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas	65	
Measure B - Project Location Relative to Jobs, Manufacturing, and Education	40 <u>65</u>	
Measure C - Regional Truck Corridor Study Tiers	65 <u>40</u>	
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 <u>175</u>	14 <u>16</u> %
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure improvements	100 <u>125</u>	
5. Congestion Reduction/Air Quality	80	7%
Measure A - Vehicle delay reduced	50	
Measure B - Kg of emissions reduced	30	
6. Safety	150 <u>180</u>	14 <u>16</u> %
Measure A - Crashes reduced	150	
<u>Measure B - Pedestrian Crash Reduction (Proactive)</u>	<u>30</u>	
7. Multimodal Elements and Existing Connections	100 <u>110</u>	9 <u>10</u> %
Measure A - Transit, bicycle, or pedestrian project elements and connections	100 <u>110</u>	
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	

Bridges – Prioritizing Criteria and Measures

July 10, 2019

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 - Project Location Relative to Jobs, Manufacturing, and Education	30	
Measure C - Regional Truck Corridor 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	

1.

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. 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.

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Customer facilities 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 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 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
- 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 disadvantageded 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	

Travel Demand Management (TDM) – Prioritizing Criteria and Measures

March 12, 2018

Definition:

~~Transportation~~ ~~Travel~~ Demand 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 disadvantageded populations and project's benefits, impacts, and mitigation	80	
Measure B - Housing Performance Score	70	
4. Congestion Reduction/Air Quality	300	27%
Measure A - Areas of Traffic Congestion and Reduction in SOV Trips	150	
Measure B - Emissions Reduction	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	

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

June 10, 2019

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 - Project location relative to the Regional Bicycle Transportation Network (RBTN)	200	
2. Potential Usage	200	18%
Measure A - Existing population and employment within 1 mile (potential usage)	150	
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	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	

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Prioritizing Criteria and Measures

May 29, 2018

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	

Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

June 10, 2019

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	250 150	
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.

1.

Transit and Travel Demand Management (TDM) Projects

Travel Demand Management (TDM)

Definition: Transportation Demand 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 disadvantageded 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	
Measure B – Snow and ice control	50	
3. Equity and Housing Performance	120	11%
Measure A - Connection to disadvantageded 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	

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 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 .
 - 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.
 - Increased the Safe Routes to School minimum award from \$150,000 to \$250,000.
 - Began implementation of the region’s Congestion Management Process (CMP) through the use of new congestion measures for 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 involvement component that asks how a project was identified.
 - 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 selected to receive federal funding through this solicitation will be programmed in the regional TIP in years ~~2022-2024~~ and ~~2023-2025~~, taking into consideration the applicant's request and the TAB's balancing of available funds.
 5. 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 Policy~~ ~~scope change process memo~~.
<http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Scope-Change-Policy.aspx>
 6. **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, ~~2021-2023~~, and ends June 30, ~~2022-2024~~. Projects selected from this solicitation will be programmed in ~~2022-2024~~ and ~~2023-2025~~. 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](http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-(PDF-154-KB).aspx)
 7. 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](mailto:Michael.Hochhalter@metc.state.mn.us) 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. 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. The announcement of funding availability is posted on the Metropolitan Council website and emailed to local stakeholders.
10. 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. 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. 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. TAB may or may not choose to fund at least one project from each application category.
14. 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. 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. TAB will only fund a roadway or bridge project on a roadway that is spaced at least 31.5 miles away from another funded project on the same roadway (only applies to two separate applications selected in the same solicitation).
17. 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. 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~~^{*}.

TABLE 4: 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. <u>Council concurrence on 12/XX/2020.</u>

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

Contacts

For general questions about the Regional Solicitation, 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	TAB	Elaine.koutsoukos@metc.state.mn.us	(651) 602-1717
	Joe Barbeau	Met Council	Joseph.barbeau@metc.state.mn.us	(651) 602-1705
Traffic Volumes				
	Freeways	Jason Junge	MnDOT	Jason.Junge@state.mn.us
State Roads	Christy Prentice	MnDOT	Christy.prentice@state.mn.us	(651) 366-3844
	Gene Hicks	MnDOT	Gene.hicks@state.mn.us	(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
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
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 Bikeway Network and Bicycle Barriers	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1756
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- 1054 1555
Equity Measures	Heidi Schallberg	Met Council	Heidi.schallberg@metc.state.mn.us	(651)602-1721

Subject	Name	Organization	Email	Phone Number
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://metro council.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 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	\$73,500,000
	<u>Spot Mobility and Safety</u>	<u>\$1,000,000</u>	<u>\$3,500,000</u>
	<u>Strategic Capacity (Roadway Expansion)</u>	\$1,000,000	\$710,000,000
	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	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 <u>4,000,000</u>
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	\$250,000	\$1,000,000
	Safe Routes to School	\$150,000	\$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 complete adopted 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 adopted ADA transition plan that covers the public right of way/transportation. Date plan adopted by governing body and link to plan: _____
- The applicant is a public agency that employs 50 or more people and does not have an adopted 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 maintain trails for year-round bicycle and pedestrian use.

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 X13, 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 <input type="checkbox"/> No <input type="checkbox"/> 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): <input type="checkbox"/> 2020-2022 (TDM Only) <input type="checkbox"/> 2021-2023 (TDM Only) <input type="checkbox"/> 2022-2024 <input type="checkbox"/> 2023-2025
15. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): <input type="checkbox"/> 2019 — 2021 <input type="checkbox"/> 2020 — 2022 <input type="checkbox"/> 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: _____

PRIMARY TYPES OF WORK _____

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

Project Information Form – Roadways Including Multimodal Elements

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

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

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

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

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

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

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

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

From: _____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

PRIMARY TYPES OF WORK _____

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

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

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

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

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

NAME OF PARK AND RIDE OR TRANSIT STATION: _____

(i.e., MAPLE GROVE TRANSIT STATION)

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

From: _____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

PRIMARY TYPES OF WORK _____

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

Estimate of TAB-Eligible Project Costs

Fill out the scoping sheet below and provide the estimate of TAB-eligible costs for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Per TAB direction, the project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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		
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Traffic Control	\$
<input type="checkbox"/>	Striping	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall (do not include in cost effectiveness measure)	\$
<input type="checkbox"/>	Traffic Signals	\$

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