

MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday April 22, 2021

Remote Meeting Via Webex# | 1:30 PM

Contact Joe Barbeau (joseph.barbeau@metc.state.mn.us) for access to the video conference.

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

March 18, 2021, meeting of the Funding & Programming Committee

IV. TAB REPORT

V. BUSINESS

VI. INFORMATION

1. Electric Vehicle Study Update
2. Regional Solicitation Before and After Study Update
3. Pedestrian Safety Study Overview
4. Regional Solicitation: Funding Categories and Funding Ranges
5. Regional Solicitation: Policies, Qualifying Criteria, and Eligibility

VII. OTHER BUSINESS

IX. ADJOURNMENT

Minutes of the REGULAR MEETING OF THE TAC FUNDING & PROGRAMING COMMITTEE

Thursday, March 18, 2021

Committee Members Present: Michael Thompson (Chair, Plymouth), Jerry Auge (Anoka County), Angie Stenson (Carver County), Jenna Fabish (Dakota County), Jason Pieper (Hennepin County), Craig Jenson (Scott County), Joe Ayers-Johnson (Washington County), Elaine Koutsoukos (TAB), Cole Hiniker (Metropolitan Council), Anna Flintoft (Metro Transit), Jody Carr (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Karl Keel (Bloomington), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Paul Oehme (Lakeville), Nathan Koster (Minneapolis), Anne Weber (St. Paul)

Committee Members Absent: John Mazzitello (Ramsey County), Innocent Eyoh (MPCA), Robert Ellis (Eden Prairie)

I. CALL TO ORDER

A quorum being present, Thompson called the regular meeting of the Funding & Programming Committee to order at 1:30 p.m. on Thursday, March 18, 2021. Due to the COVID-19 pandemic, the meeting was held via teleconference.

II. APPROVAL OF AGENDA

The agenda was approved without a vote. A vote is only needed if changes are made to the agenda.

III. APPROVAL OF MINUTES

MOTION: It was moved by Keel and seconded by Auge to approve the minutes of the January 21, 2021, regular meeting of the Funding & Programming Committee. The motion was approved unanimously via roll call.

IV. TAB REPORT

Koutsoukos reported on the March 17, 2021, TAB meeting.

V. BUSINESS

1. 2021-15: Designation of the F-Line Arterial Bus Rapid Transit Line

Hiniker said that Metro Transit brought formal designation of the F Line arterial bus rapid transit (ABRT) route to the Transportation Committee on March 8, 2021. That line is planned along current Route 10. This action also includes designation of the G and H Lines for future development. This came from a process that began with 19 corridors, eventually narrowed to 10 corridors. These 10 corridors were categorized as short- mid- and long-term, with the F, G, and H Lines as short term. The F Line is being funded through the 2020 Regional Solicitation, which included a \$25 million setaside for ABRT.

Charles Carlson, Metro Transit, said that the route for the F Line was chosen based on current ridership and achievable costs.

MOTION: It was moved by Keel and seconded by Auge to recommend that TAC recommend to TAB awarding \$25 million identified in the 2020 Regional Solicitation to the METRO F Line along current Route 10 from Downtown Minneapolis to Northtown Mall via Central and University Avenues.

VI. INFORMATION

1. Regional Solicitation Survey Results and Sensitivity Analysis

Barbeau shared results of the 2020 Regional Solicitation sensitivity analysis, which did not show many counterintuitive results. He also shared results for surveys sent to applicants, scorers, technical committee members, and TAB members. Staff identified themes for each survey, with the exception of the TAB survey, which only had two replies.

Funding & Programming and TAC cited the acceptance of bicycle and pedestrian bridges in four categories, the low scoring in the new Spot Mobility & Safety category, the lack of prescription in some scoring methodologies, and confusion over what is needed for a layout. Applicants were noted difficulty with elements of the online application, difficulty in responding to the affordable housing sub-measure, and the desire to have a glossary of terms included. Scorers cited the instructions for what scorers can consider, the need for prescriptive scores, review of new measures, prescriptive use of outliers, and overall simplification.

Staff highlighted five key issues: development of how to rate unique projects; geographic balance; bicycle and pedestrian bridges; measure evaluation; and measure simplification.

Hiniker said that the limitation of projects selected along specific BRT routes impacted a bicycle/pedestrian bridge application. He also asked whether any measures are generally scored so well that they could simply be qualifying criteria. Barbeau said that this is not prevalent, though there is a measure in Traffic Management Technologies, based on functional classification that has resulted in no scoring deviation in the last two cycles.

Keel said that applications are costly to prepare and simplification could be valuable. He asked whether the housing measure, which was not very impactful, could be eliminated to save time. He also asked whether Streetlight data could be used to help measure equity. Barbeau replied that the housing performance score is not a time-consuming measure, though the qualitative piece proved to be confusing and may be adjusted. Steve Peterson from the Metropolitan Council said that to help inform geographic balance, staff is going to assess roadway projects with Streetlight to help assess who is using projects.

Stenson asked how the application updates will be approached over the next several months. Barbeau said that the timeline is short and that the Regional Solicitation will be brought through with possible changes. Koutsoukos added that as the applications are being updated, comments will be examined and brought through the process for consideration. Thompson added that if committee members have strong feelings, to send them to staff.

Koster said that he provided comments related to engagement as a barrier, given the pandemic. Similarly, schools are under a lot of pressure and are unlikely to pursue planning grants. He asked about the processes for functional classification, the Regional Bicycle Transportation Network (RBTN), and Truck Corridors. Koutsoukos said that a process for RBTN changes is being developed. Barbeau said that general outreach is part of the risk assessment and that outreach is also part of equity and they can be discussed separately. Similarly, the discussion of eliminating planning could be discussed for Safe Routes to School. Koutsoukos said that in 2020, applicants were allowed to use previous surveys but added that by the time the applications are due, schools may be back in session. Hiniker said that the RBTN and Bicycle Barriers study updates are going to be requested in late April and the freight changes will be requested some time after that. Peterson said that MnDOT Central Office is conducting functional classification assessment of the entire area. The process will include an appeals process.

Stenson said that the new Spot Mobility & Safety category had some issues, including that seven of 10 projects received a zero in the Truck Tier Corridors score, while the others received the full score, calling into question whether this is an appropriate measure. She added that the outlier question came up in this category and wanted to make sure there will be an opportunity to discuss implementing guidance on how that is handled is needed. Barbeau replied that this issue will be discussed, though creating criteria on when to use outliers could be difficult.

Hiniker said that FTA grants include thresholds for full points, which leads to easier-to-predict scores, versus the Regional Solicitation scores, which tend to generate scores relative to the top-scoring application in a particular measure. Peterson said this occurs in some measures, usually related to regional studies. Barbeau added that the RBTN measure has likely filtered out some applications. Koster suggested vetting rules through TAB for rules and parameters, this might help applicants determine whether to submit.

Kosluchar suggested that consideration of whether to add a category should be early in process so applicants are more aware of the categories and rules.

Ayers-Johnson said that the affordable housing sub-measure was very difficult for applicants to address in relation to its low point value. He said that tracking down the affordable housing was difficult. Barbeau replied that there were a lot of comments on this measure and that it is likely to change. Koutsoukos said that the idea was to identify existing and planned affordable housing so that applicants could get credit, but a simpler method is needed.

Barbeau said that the committee will likely be discussing Regional Solicitation items in each of its next few meetings.

VII. OTHER BUSINESS

None.

VIII. ADJOURNMENT

Chair Thompson adjourned the meeting.

Joe Barbeau
Recording Secretary

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

INFORMATION ITEM

DATE: April 15, 2021
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
 Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819)
 Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT: 2022 Regional Solicitation: Funding Categories and Funding Ranges

Feedback collected during and following the 2020 Regional Solicitation points to several potential improvements to the process. For committee discussion, the below table shows the funding categories and federal maximum and minimum amounts established for the 2020 Regional Solicitation.

Table 1: Application Categories and Federal Maximum and Minimum Awards

Modal Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies (Roadway System Management)	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity (Roadway Expansion)	\$1,000,000	\$10,000,000
• Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
• Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects		
• Arterial Bus Rapid Transit Project	N/A	\$25,000,000
• Transit Expansion	\$500,000	\$7,000,000
• Transit Modernization	\$500,000	\$7,000,000
• Travel Demand Management (TDM)	\$100,000	\$500,000
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$1,000,000
• Safe Routes to School (Infrastructure Projects)	\$250,000	\$1,000,000

Federal Minimum and Maximum Awards

The maximum federal funding amounts exist primarily to enable the spread of funds to a larger number of projects. The minimum federal amounts exist primarily to prevent the inefficient use of federal funding as small projects can be overburdened by federal requirements and the extra costs associated therein. The setting of maximum and minimum awards can also impact the

number and geographic spread of funded projects. Increased maximum and minimum awards could reduce the number of funded projects.

Minimum Federal Awards

Some minimum federal award amounts changed marginally from 2018 to 2020, including increasing the minimum amount in Transit Modernization from \$100,000 to \$500,000.

Recent discussion at TAC has suggested that the funding of 56 smaller projects is not as impactful or efficient as funding a smaller number of larger projects. Increasing the minimum award is one way to address this concern. This would be most impactful in the three bicycle and pedestrian categories, which saw six projects under \$500,000 funded in 2020. These small projects expanded the geographic spread of the program, as they are located in Columbia Heights, Mahtomedi, Grant Township (Washington Co.), Inver Grove Heights, Oakdale, and Burnsville.

One potential opportunity area would be to increase Multiuse Trails and Bicycle Facilities minimum award from \$250,000 to \$500,000.

There was also one small project funded in Transit Modernization, in Chaska.

In roadways, increasing the Traffic Management Technologies minimum award from \$250,000 to \$1,000,000 may be considered by the committees (there were no applications submitted in this category below \$1,000,000 in 2020). This potential change would make Traffic Management Technologies and Spot Mobility and Safety the same in terms of minimum and maximum awards.

Maximum Federal Awards

Among previously established funding categories, only two maximum federal award amounts were changed from 2018 to 2020. The Traffic Management Technologies maximum award was reduced from \$7M to \$3.5M and the Strategic Capacity maximum award was increased from \$7M to \$10M. The rationale for the latter is that project costs are increasing. It can be difficult to generate local funds, along with several other competitive sources, needed for the match in order to deliver these regional projects (mostly new interchanges). With project costs exceeding \$30M for a new interchange, the increase to \$10M was intended to pay for about one-third of the total project cost. Of the 17 applications submitted in the Strategic Capacity category in 2020, 11 were for amounts higher than the previous \$7M maximum, including seven at the full \$10M. All seven funded projects requested¹ more than that, including six at the full \$10M.

Potential Changes to Categories

Most of the application categories listed in Table 1 have been established for several Regional Solicitation cycles, though the Arterial Bus Rapid Transit and Spot Mobility and Safety categories were new in 2020. Additionally, the 2020 Regional Solicitation brought in a Unique Projects category, to be awarded in 2022.

Bicycle and Pedestrian Bridges and Underpasses

Following the 2020 Regional Solicitation, concern was expressed that that bicycle and pedestrian grade separations (bridges or underpasses) are eligible in at least four different categories; the three bicycle/pedestrian categories, along with Transit Modernization. This leads to confusion about which category(ies) these projects should be part of each funding cycle. In the case of Transit Modernization, a proposed project needs to have a viable transit-related use to be eligible. In 2020, two overpass projects were applied for connecting Red Line stations on either side of

¹ Two projects were awarded \$7M; partial funding to enable additional geographic balance.

Cedar Avenue. Such a project could be used generally by non-motorized users along with Red Line riders likely to need to cross the street either prior to the morning ride or following the evening ride. Note that neither project was funded.

How many were funded? In the 2020 Regional Solicitation, trail grade separation projects dominated neither scoring nor the number of applications submitted, as summarized by category:

- Multiuse Trails and Bicycle Facilities: 15 projects included grade separations. They ranked 5, 9, 10, 12, 16, 19, 21, 21, 23, 26, 27, 29, 32, 33, 35, and 36.
- Pedestrian Facilities: one bridge application, ranked 6 out of 8. One project funded.
- Safe Routes to School: one bridge application, ranked 3 out of 6. One project funded.
- Transit Modernization: two bridge applications, ranked 3 and 5 out of 9. No projects funded. Both projects were skipped for funding due to \$7 million BRT maximum being reached.

Possible Solutions

- No change.
 - TAB is funding some, but not all of the submitted projects, so no change is needed.
- Tell applicants to apply for these projects in the Multiuse Trail category only, given that the higher maximum award of \$5.5M is more conducive to this more expensive project type.
- Create a new funding category for bicycle and pedestrian grade separations. This could separate these projects from other projects. Consideration would need to be given to whether this would replace another category and, eventually, how much funding to provide to grade separation projects versus other projects. In establishment of a potential funding category, consideration would have to be given to defining a “grade separation” project. Some applications are for expensive bridges while others include a small grade separation along a lengthy corridor project.

INFORMATION ITEM

DATE: April 15, 2021
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of Highway Planning and TAC/TAB
Process (651-602-1819)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT: 2022 Regional Solicitation: Policies, Qualifying Criteria, and Eligibility

Attached are three draft sections of the Regional Solicitation: Introduction, Qualifying Requirements, and forms.

With the exception of housekeeping items (e.g., changing applicable years), there are no certain changes to make, but there are some points for discussion.

- Introduction (Pages 1-27)
 - Each funding category includes a potential new goal statement, suggested by staff to address uncertainty expressed by stakeholders in the Regional Solicitation Before-and-After Study (Phase 2) about what each category is meant to accomplish.
 - Traffic Management Technologies: To fund traffic technology projects that reduce congestion and emissions.
 - Spot Mobility and Safety: To fund lower-cost, at-grade intersection projects that improve mobility and safety.
 - Strategic Capacity: To fund high priority grade-separation projects (e.g., interchanges) prioritized in the Principal Arterial Intersection Conversion Study and other high priority, highway mobility projects.
 - Roadway Reconstruction/Modernization: To fund highway corridor-improvement projects that focus on improving infrastructure condition, safety, and multimodal elements.
 - Bridge Rehabilitation/Replacement: To fund improvements to existing bridges with the worst infrastructure condition.
 - Arterial Bus Rapid Transit Project: To fund Arterial Bus Rapid Transit Projects that implement the recommendations of Network Next.
 - Transit Expansion: To fund transit projects that add new transit riders to the system and reduce emissions.
 - Transit Modernization: To fund transit projects that improve the customer experience for the highest number of existing transit riders.
 - Travel Demand Management: To fund lower-cost, innovative TDM projects that reduce congestion and emissions.
 - Multiuse Trails and Bicycle Facilities: To fund multiuse trail and bicycle facilities that implement the Regional Bicycle Transportation Network (RBTN).
 - Pedestrian Facilities: To fund pedestrian facility projects that focus on improving safety.
 - Safe Routes to School: To fund Safe Route to School infrastructure projects that focus on improving safety around school sites.

- Several categories show possible measures that could be considered for elimination to meet the objective of simplifying the Regional Solicitation (pages 6; 9-13; 22). Please note that this is not a recommendation; it is a sample included for discussion.
- Note the changes to the “6 E’s” of Safe Routes to School (page 22)
- Items 16, 17, and 18 on page 24 refer to the spacing of projects; one rule for each mode. Staff has suggested that one option is to replace these three statements with one general rule.
- Qualifying Requirements (Pages 28-33)
 - Given the challenges for schools related to COVID-19, there has been discussion about limiting the Safe Routes to School requirements for surveys and student travel surveys (page 32)
- Forms (Pages 34-41)

INTRODUCTION: REGIONAL SOLICITATION FOR TRANSPORTATION PROJECTS

April 12, 2021

The Regional Solicitation is a competitive process to award federal transportation 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 2026 and 2027, but there is no money set aside at the current time with current federal legislation.

Major Changes for the 2022 Funding Cycle

To be added

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
Risk Assessment	<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:

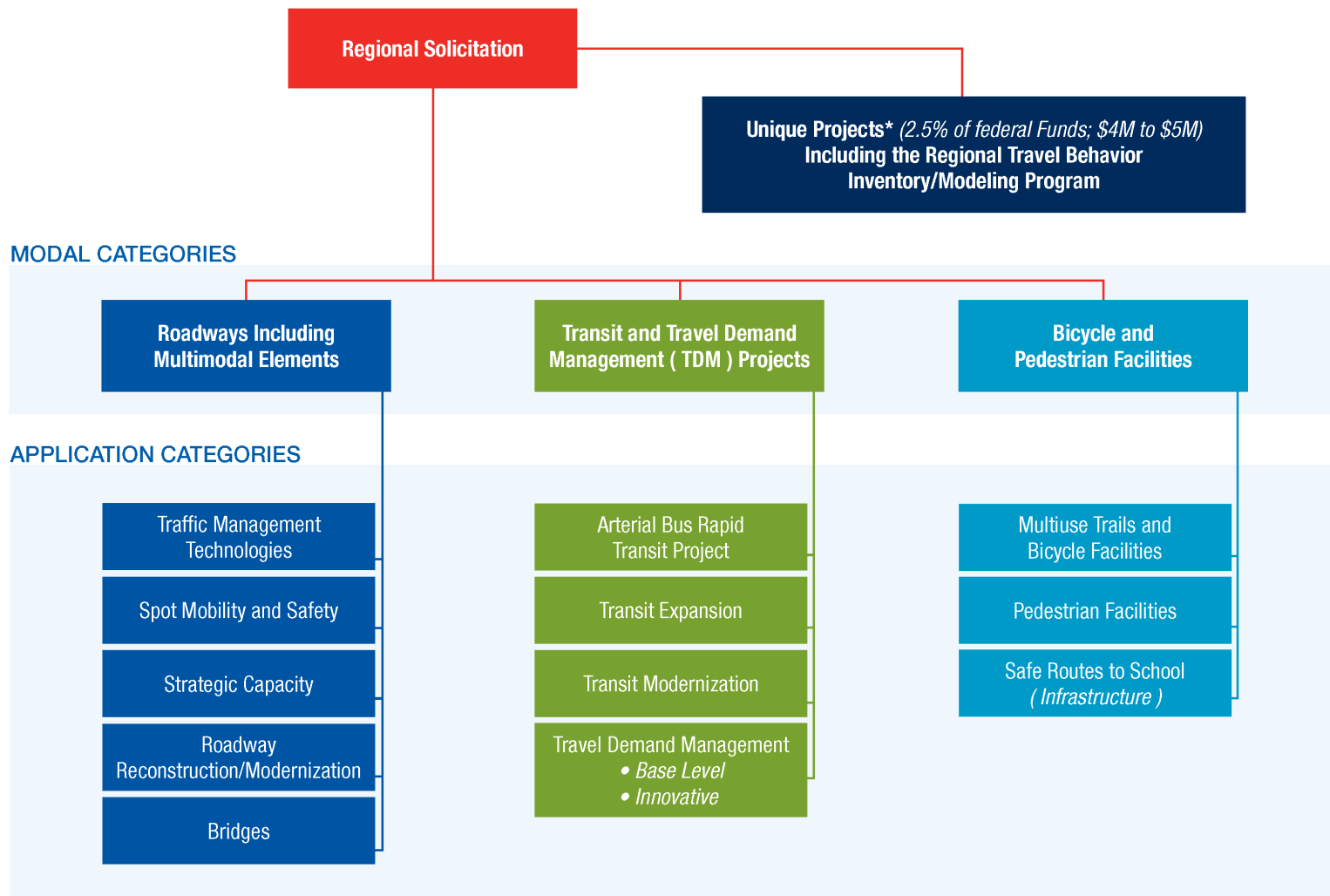
1. Roadways Including Multimodal Elements
2. Transit and Travel Demand Management (TDM) Projects
3. Bicycle and Pedestrian Facilities

Each of these modal categories includes three to five application categories for a total of 11 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

REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES

SEPTEMBER 2019



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

Funding Availability, Minimums, and Maximums

A total of approximately \$180 million in federal funds is anticipated to be available in this solicitation for program years 2026 and 2027. 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 a target to allocate approximately \$10 million to the Bridge Rehabilitation/Replacement category, as part of the Roadways Including Multimodal Elements category. Base-level 2026 and 2026 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 2024 and 2025 for innovative projects from the previous solicitation.

Table 2: Modal Funding Levels*

	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 46%-65% Range of \$83M-\$117M Midpoint \$100M	Range of 25%-35% Range of \$45M-\$63M Midpoint \$54M	Range of 9%-20% Range of \$16M-\$36M Midpoint \$26M	100% \$180M (Est)*

* 2.5% (\$4M-\$5M) will be set aside for unique projects out of the total funds available, leaving the remaining funds to be distributed to the above modes within the percentage ranges shown. Amounts shown assume that some level of over programming will occur, but TAB will determine the exact amount as part of project selection.

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

Within the Transit modal category, there is an Arterial Bus Rapid Transit Project category. There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project. The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be \$32,000,000.

Approximately 2.5% of the total available funds available will be set-aside for Unique Projects, including the Travel Behavior Inventory/Regional Travel Model. These 2025 and 2026 funds will be allocated as part of the 2024 Regional Solicitation, closer to project implementation. TAB will first approve a funding level for the Travel Behavior Inventory/Regional Travel Model and then the remaining funds will be considered for any submitted Unique Projects. TAB may elect to fund Unique Projects at an amount lower than 2.5% (approximately \$4.5 million), depending on the amount and quality of the submittals.

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 Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies (Roadway System Management)	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity (Roadway Expansion)	\$1,000,000	\$10,000,000
• Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
• Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects		
• Arterial Bus Rapid Transit Project	N/A	\$25,000,000
• Transit Expansion	\$500,000	\$7,000,000
• Transit Modernization	\$500,000	\$7,000,000
• Travel Demand Management (TDM)	\$100,000	\$500,000
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$1,000,000
• Safe Routes to School (Infrastructure Projects)	\$250,000	\$1,000,000

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

Roadways Including Multimodal Elements

Traffic Management Technologies

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

Goal: To fund traffic technology projects that reduce congestion and emissions.

Examples of Traffic Management Technologies Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	175	16%
Measure A – Functional classification of project	50	
Measure B - Regional Truck Corridor Study Tiers	50 85	
Measure C - Integration within existing traffic management systems	50 90	
Measure D – Coordination with other agencies	25	
2. Usage	125	11%
Measure A - Current daily person throughput	85 125	
Measure B – Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	100	9%
Measure A - Benefits and outreach to disadvantaged populations	50	
Measure B - Housing Performance Score/ affordable housing connection	50	
4. Infrastructure Age	75	7%
Measure A – Date of construction	75	
5. Congestion Reduction/Air Quality	200	18%
Measure A - Vehicle delay reduced	150	
Measure B - Kg of emissions reduced	50	

Criteria and Measures	Points	% of Total Points
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

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.

Goal: To fund lower-cost, at-grade intersection projects that improve mobility and safety.

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 - Benefits and outreach to disadvantaged populations	50	
Measure B - Housing Performance Score / affordable housing connection	50	
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)

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

Goal: To fund high priority grade-separation projects (e.g., interchanges) prioritized in the Principal Arterial Intersection Conversion Study and other high priority, highway mobility projects.

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, or Principal Arterial Intersection Conversion Study Priorities	80 130	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students	50	
Measure C - Regional Truck Corridor Study Tiers	80	
2. Usage	175	16%
Measure A - Current daily person throughput	110 175	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	100	9%
Measure A - Benefits and outreach to disadvantaged populations	50	
Measure B - Housing Performance Score/ affordable housing connection	50	
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	120	

Criteria and Measures	Points	% of Total Points
Measure B - Pedestrian Crash Reduction (Proactive)	30	
7. Multimodal Elements and Existing Connections	100	9%
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8. Risk Assessment	75	7%
Measure A- Risk Assessment Form	75	
9. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Roadway Reconstruction/Modernization

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, and/or modernizes a corridor with improved safety, multimodal, or 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.

Goal: To fund highway corridor-improvement projects that focus on improving infrastructure condition, safety, and multimodal elements.

Examples of Roadway Reconstruction/Modernization Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	105	10%
Measure A – Connection to Total Jobs and Manufacturing/ Distribution Jobs	65	
Measure B - Regional Truck Corridor Study Tiers	40 105	
2. Usage	175	16%
Measure A - Current daily person throughput	110 175	
Measure B – Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	100	9%
Measure A - Benefits and outreach to disadvantaged populations	50	
Measure B - Housing Performance Score/ affordable housing connection	50	
4. Infrastructure Age/Condition	175	16%
Measure A – Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	125 175	
5. Congestion Reduction/Air Quality	80	7%

Criteria and Measures	Points	% of Total Points
Measure A - Vehicle delay reduced	50	
Measure B - Kg of emissions reduced	30	
6. Safety	180	16%
Measure A - Crashes reduced	150	
Measure B – Pedestrian Crash Reduction (Proactive)	30	
7. Multimodal Elements and Existing Connections	110	10%
Measure A - Transit, bicycle, or pedestrian project elements and connections	110	
8. Risk Assessment	75	7%
Measure A- Risk Assessment Form	75	
9. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Bridge Rehabilitation/Replacement

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

The bridge must carry vehicular traffic but may also include accommodations for other modes. Bridges that are **exclusively** for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are not eligible for funding. Completely new bridges, interchanges, or overpasses should apply in the Roadway Expansion application category.

Goal: To fund improvements to existing bridges with the worst infrastructure condition.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet with a National Bridge Inventory Condition rating of 6 or less.
- Bridge replacement of 20 or more feet with a National Bridge Inventory Condition rating of 4 or less.

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	195	18%
Measure A - Distance to the nearest parallel bridge	100	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and post-secondary students	30	
Measure C - Regional Truck Corridor Study tiers	65 95	
2. Usage	130	12%
Measure A - Current daily person throughput	100 130	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	100	9%
Measure A - Benefits and outreach to disadvantaged populations	50	
Measure B - Housing Performance Score/ affordable housing connection	50	
4. Infrastructure Condition	400	36%
Measure A – National Bridge Inventory Condition	300	
Measure B – Load-Posting	100	
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%

Criteria and Measures	Points	% of Total Points
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Arterial Bus Rapid Transit Project

Definition: An arterial bus rapid transit expansion project that is consistent with the definition in the Transportation Policy Plan (TPP). A new project can include extensions to existing or planned lines. Improvements to existing arterial BRT lines are not eligible and should apply under Transit Modernization. Highway BRT and Dedicated Guideway BRT are eligible in the Transit Expansion and Transit Modernization categories.

Goal: To fund Arterial Bus Rapid Transit Projects that implement the recommendations of Network Next.

Scoring and Project Selection:

The arterial bus rapid transit project will not be evaluated with a scored application. TAB will select the arterial BRT project concurrent with other Regional Solicitation project selections. Background information on the potential arterial BRT lines and the prioritization through Network Next will be provided by Metro Transit along with a funding recommendation for TAB decision-making.

Transit Expansion

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial BRT lines may be 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.

Goal: To fund transit projects that add new transit riders to the system and reduce emissions.

Examples of Transit Expansion Projects:

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

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 – Benefits and outreach to disadvantaged populations	150	
Measure B – Housing Performance Score/ affordable housing connection	50	
4. Emissions Reduction	200	18%
Measure A – Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	100	9%
Measure A – Bicycle/ped 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	100	
Total	1,100	

Transit Modernization

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

Goal: To fund transit projects that improve the customer experience for the highest number of existing transit riders.

Examples of Transit Modernization Projects:

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

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 – Benefits and outreach to disadvantaged populations	125	
Measure B – Housing Performance Score/ affordable housing connection	50	
4. Emissions Reduction	50	5%
Measure A – Description of emissions reduced	50	
5. Service and Customer Improvements	200	18%
Measure A – Project improvements for transit users	100	
6. Multimodal Elements and Existing Connections	100	9%

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

Travel Demand Management (TDM)

Definition: 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.

Goal: To fund lower-cost, innovative TDM projects that reduce congestion and emissions.

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 – Benefits and outreach to disadvantaged populations	100	
Measure B – Housing Performance Score/ affordable housing connection	50	
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	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. Routine maintenance activities on a multiuse trail or bicycle facility are not eligible for funding. As defined by the FHWA, examples of routine maintenance activities include shrub and brush removal or minor drainage improvements. In order to be eligible for funding, reconstruction projects must be replacing a facility at the end of its useful life or include improvements to the facility (e.g., ADA, safety, other deficiencies). Resurfacing of a facility is eligible only if other improvements to the facility are also included in the proposed project.

Goal: To fund multiuse trail and bicycle facilities that implement the Regional Bicycle Transportation Network (RBTN).

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
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	200	
3. Equity and Housing Performance	120	11%
Measure A – Benefits and outreach to disadvantaged populations	70	
Measure B – Housing Perf Score/ affordable housing connection	50	
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/ped 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	100	
Total	1,100	

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Definition: A project that primarily benefits pedestrians as opposed to multiple types of non-motorized users. Most non-motorized projects should apply in the Multiuse Trail and Bicycle Facilities application category. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multiuse trail bridges or underpasses should apply in the Multiuse Trail and Bicycle Facilities application category instead of this application category given the nature of the users and the higher maximum awards. Routine maintenance activities on a pedestrian facility are not eligible for funding. As defined by the FHWA, examples of routine maintenance activities include shrub and brush removal or minor drainage improvements. In order to be eligible for funding, reconstruction projects must be replacing a facility at the end of its useful life or include improvements to the facility (e.g., ADA, safety, other deficiencies). Resurfacing of a facility is eligible only if other improvements to the facility are also included in the proposed project.

Goal: To fund pedestrian facility projects that focus on improving safety.

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 ½ mile	150	
3. Equity and Housing Performance	120	11%
Measure A – Benefits and outreach to disadvantaged pops	70	
Measure B – Housing Perf Score/ affordable housing connection	50	
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 and connections	150	
6. Risk Assessment/Public Engagement	130	12%
Measure A - Risk Assessment Form	130	
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness	100	
Total	1,100	

Safe Routes to School (Infrastructure Projects)

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

Goal: To fund Safe Route to School infrastructure projects that focus on improving safety around school sites.

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 <u>5-6</u> Es* of SRTS program	150	
Measure B – Completion of Safe Routes to School Plan or local 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	80 250	
3. Equity and Housing Performance	120	11%
Measure A – Benefits and outreach to disadvantaged populations	70	
Measure B – Housing Performance Score/ affordable housing connection	50	
4. Deficiencies and Safety	250	23%
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
5. Risk Assessment/Public Engagement	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 5-6Es of Safe Routes to School include Evaluation, Education, Encouragement, Equity, Engagement, and Engineering-Enforcement.

Project applicants can also “bundle” two or more projects together, but they must either be:

- 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 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 at Elaine.koutsoukos@metc.state.mn.us or 651-602-1717 if they have questions regarding project bundling.

General Process and Rules

1. TAB selected 56 transportation projects as part of the 2020 Regional Solicitation. An evaluation process took place in the spring and summer of 2021 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 2022 Regional Solicitation:
 - To be added after changes are made
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. Projects may apply for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), but projects can only be awarded funds from one of the two programs.
4. Projects selected to receive federal funding through this solicitation will be programmed in the regional TIP in years 2026 and 2027, 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 TAB’s Scope Change Policy. <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 2024 in the TIP, the project program year begins July 1, 2023, and ends June 30, 2024. Projects selected from this solicitation will be programmed in 2026 and 2027. 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 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 F&P 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 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 3.5 miles away from the center point of 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. 16. 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. TAB will not fund more than one project in the same application category that is immediately adjacent to another submitted project (only applies to two separate applications selected in the same solicitation). For example, an applicant cannot break up the project into two separate applications to increase their funding award.~~

Project Schedule

To be updated

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

To request special accommodation for submitting Regional Solicitation applications, please email webteam@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	Agency	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	(651) 234-7875
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	Jonathan Ehrlich	Met Council	Jonahthan.ehrlich@metc.state.mn.us	(651) 602-1408
Synchro	Kevin Schwartz	MnDOT	Kevin.schwartz@state.mn.us	(651) 234-7840
Crashes	Cherzon Riley	MnDOT	Cherzon.riley@state.mn.us	(651) 234-7836
Freeway Management	Terry Haukom	MnDOT	Terry.haukom@state.mn.us	(651) 234-7980
Trunk Highway Traffic Signals				
Signal Operations	Mike Fairbanks	MnDOT	Mike.Fairbanks@state.mn.us	(651) 234-7819

Subject	Name	Agency	Email	Phone Number
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	Mackenzie Turner Borgen	MnDOT	Mackenzie.turnerborgen@state.mn.us	(651) 234-7879
Interchange Approvals	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793
Safe Routes to School	Dave Cowan	MnDOT	Dave.Cowan@state.mn.us	(651) 366-4180
Regional Bicycle Transportation Network and Bicycle Barriers	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1756
Housing Performance Scores	Hilary Lovelace	Met Council	hilary.lovelace@metc.state.mn.us	(651)-602-1555
Equity Measures	Heidi Schallberg	Met Council	Heidi.schallberg@metc.state.mn.us	(651) 602-1721
Demographics by TAZ	Dennis Farmer	Met Council	Dennis.farmer@metc.state.mn.us	(651) 602-1552
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	Dennis Farmer	Met Council	Dennis.farmer@metc.state.mn.us	(651) 602-1552
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 Safety Plan	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793
MnDOT support letter	Molly McCartney	MnDOT	molly.mccartney@state.mn.us	(651) 234-7789

QUALIFYING REQUIREMENTS

January 22, 2020

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 (2021), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).
<https://metrocouncil.org/Planning/Projects/Thrive-2040.aspx>

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project. Briefly 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 Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies (Roadway System Management)	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity (Roadway Expansion)	\$1,000,000	\$10,000,000
• Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
• Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects		
• Arterial Bus Rapid Transit Project	N/A	\$25,000,000
• Transit Expansion	\$500,000	\$7,000,000
• Transit Modernization	\$500,000	\$7,000,000
• Travel Demand Management (TDM)	\$100,000	\$500,000
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$1,000,000
• Safe Routes to School (Infrastructure Projects)	\$250,000	\$1,000,000

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 current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the [2022-2024](#) 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 a completed ADA transition plan that covers the public right of way/transportation. Date plan completed by governing body and link to plan: _____

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: _____

(*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 4/15/2019](#).

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 and Strategic Capacity 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 National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

7. **Roadway Strategic Capacity, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:** All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Bicycle and Pedestrian Facilities Projects Only

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

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

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

Check the box to indicate that the project meets this requirement. (Attach agreement)

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

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

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

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.

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.

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 to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

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 2024 AND 2025

Complete and submit the following online application **by 4 p.m. on TBD.**

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. See MnDOT's TIP description guidance :
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"/> 2022 (TDM Only) <input type="checkbox"/> 2023 (TDM Only) <input type="checkbox"/> 2024 <input type="checkbox"/> 2025
15. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): <input type="checkbox"/> 2021 <input type="checkbox"/> 2022 <input type="checkbox"/> 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.

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 projects only:** The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information. This report

must be attached within the web-based application form for Measure 5A (Congestion Reduction/Air Quality). Upload additional attachments for multiple intersection reports.

- **For Roadway projects only:** The applicant should attach the listing of crashes, the B/C worksheet, and the crash modification factors used. These documents must be attached within the web-based application form for Measure 6A (Crashes Reduced).
- **For Bridge projects only:** The applicant should attach the latest Structure Inventory Report. These documents must be attached within the web-based application form for Measure 4B (Bridge Sufficiency Rating).
- **For Roadway projects only:** The applicant should attach documentation of any outside, competitive funding awarded to the project. This award amount can be used to reduce the total project cost for the purposes of the Cost Effectiveness scoring measure. These documents must be attached within the web-based application form for the Cost Effectiveness Measure.
- **For Transit and TDM Projects that include public/private joint-use parking facilities only:** The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.
- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.
- **For Safe Routes to School Projects only:** The completed travel tally and parent survey results from the SRTS planning process. The travel tally form can be found on the Minnesota Department of Transportation (MnDOT) SRTS website: http://saferoutesdata.org/downloads/SRTS_Two_Day_Tally.pdf. The travel tally and parent survey results must be attached within the web-based application form for Measure 2A (Usage).

Project Information Form – Bicycle and Pedestrian Facilities

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

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

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

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

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

From: _____

To: _____

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

OR At: _____

MILES OF TRAIL (nearest 0.1 miles) _____

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

Is this a new trail? (yes or no): _____

PRIMARY TYPES OF WORK _____

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

Project Information Form – Roadways Including Multimodal Elements

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

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

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

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

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

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

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

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

From: _____

To: _____

(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

MILES OF SIDEWALK (nearest 0.1 miles) _____

MILES OF TRAIL (nearest 0.1 miles) _____

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

Is this a new trail? (yes or no): _____

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 – Transit and TDM

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

For All Projects

Identify the Transit Market Areas that the project serves: _____

For Park-and-Ride and Transit Station Projects Only

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: _____

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, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, 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 2022 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.

TAB-Eligible Construction Project Elements/Cost Estimates

Specific Roadway Elements

Check all that apply	ITEM	COST
<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 TRANSIT AND TDM OPERATING COSTS	\$

	TOTAL TAB-ELIGIBLE COSTS	\$
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