ACTION TRANSMITTAL – 2021-34

DATE:	August 13, 2021
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us) Steve Peterson, Manager of Highway Planning and TAB/TAC Process (steven.peterson@metc.state.mn.us) Elaine Koutsoukos, TAB Coordinator (elaine.koutsoukos@metc.state.mn.us)
SUBJECT:	2022 Regional Solicitation: Policies, Qualifying Criteria and Eligibility
REQUESTED ACTION:	Approval of policies, qualifying criteria, and project eligibility for the 2022 Regional Solicitation
RECOMMENDED MOTION:	That TAC Funding and Programming recommend to TAC to adopt the attached policies, qualifying criteria, and project eligibility for the 2022 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: TAB must approve qualifying requirements, project eligibility, and other policy concerns as part of the overall application.

Attached are three sections of the Regional Solicitation: Introduction, Qualifying Requirements, and Forms. Few changes are being suggested for the 2022 cycle. Several changes to the qualifying recommendations are shown to exempt the new Unique Projects category. Changes include:

1. In Transit Expansion, applications cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Applications must be proposing expanded service beyond what existed prior to March 2020 service changes.

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

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021

INTRODUCTION: REGIONAL SOLICITATION FOR TRANSPORTATION PROJECTS

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://metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation.aspx*

Federal Program Overview

As authorized by the most recent federal surface transportation funding act, Fixing America's Surface Transportation (FAST) Act, projects will be selected for funding as part of two federal programs: Surface Transportation Block Grant Program (STBGP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Transportation Alternatives Program (TAP) was folded into STBGP in the FAST Act. It is assumed that federal funding will continue to be available in 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

1. A TAB Working Group developed specific criteria, weighting, measures, and a selection process for unique project requests that was approved by the full TAB.
2. Based on the Pedestrian Safety Action Plan, the pedestrian safety measure was updated within the relevant roadway applications.
3. Given the increase in fatalities and serious injury crashes in the region, TAB increased the amount of points allocated to safety within the Roadway Spot Mobility and Safety application category.
4. The Equity and Affordable Housing criterion was updated based on stakeholder feedback. This modified measure is used in each of the application categories.
5. Purpose statements were added to describe the primary goals of each application type.
6. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created for use in the roadway applications. Applicants have the option to use these crash modification factors, which are posted on the Metropolitan Council's Regional Solicitation website, under Application Resources.

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.

Table 1: Regional Solicitation Connection to Regional Policy

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

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.

Modal Categories and Application Categories

As depicted in Figure 1, 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 12~~1~~ 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.

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 2027 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)*

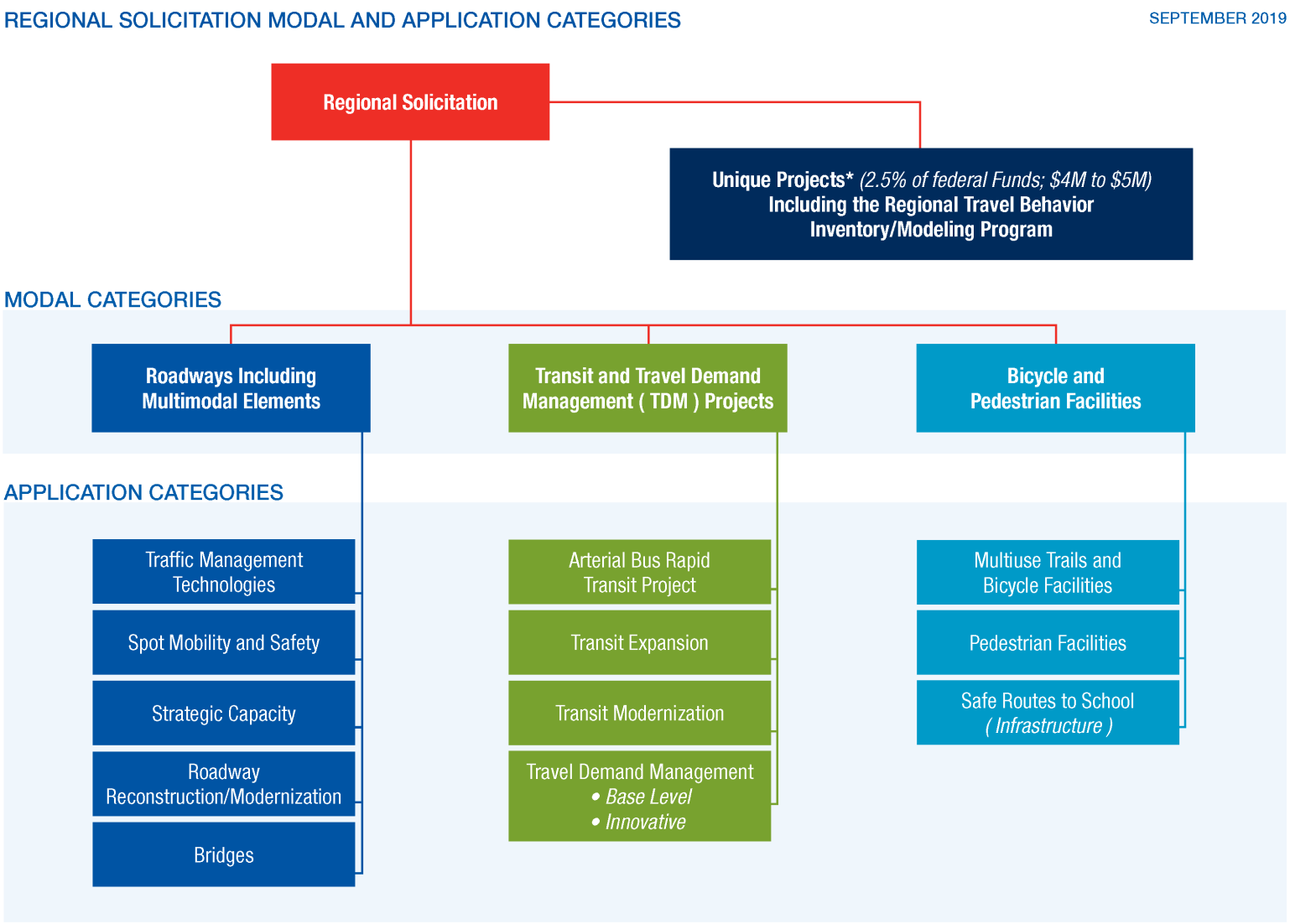
** 2.5% ($4M-$5M) will be set aside for unique projects out of the total funds available, leaving the remaining funds to be distributed to the above modes within the percentage ranges shown. Amounts shown assume that some level of over programming will occur, but TAB will determine the exact amount as 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 2026 and 2027 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%, depending on the amount and quality of the submittals. .

Figure 1: TAB-Approved Application Categories



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

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. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2020 funding cycle).

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

Purpose: To fund traffic technology projects that reduce delay, emissions, and crashes.

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

Examples of Traffic Management Technology~~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
- Other emerging ITS technologies
- ~~New or replacement traffic management centers~~New/replacement traffic mgmt. 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~~info improvements
- New or replacement detectors
- Incident management coordination
- ~~Vehicle-to-infrastructure~~Vehicle to Infrastructure technology

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**175**	**16%**
Measure A - Functional classification of project	50	
Measure B - Regional Truck Corridor Study Tiers	50	
Measure C - Integration within existing traffic management systems	50	
Measure D - Coordination with other agencies	25	
2. Usage	**125**	**11%**
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	**100**	**9%**
Measure A ~~–~~ – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
4. Infrastructure Age	**75**	**7%**
Measure A – Date of construction	75	
5. Congestion Reduction/Air Quality	**200**	**18%**

Criteria and Measures	Points	% of Total Points
Measure A - Vehicle delay reduced	150	
Measure B - Kg of emissions reduced	50	
6. Safety	**200**	**18%**
Measure A - Crashes reduced	50	
Measure B – Safety issues in project area	150	
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

Purpose: To fund lower-cost, at-grade intersection projects that reduce delay and crashes.

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

Examples of Spot Mobility and Safety Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	~~175~~115	~~16~~10%
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~~70	
Measure B - Regional Truck Corridor Study Tiers	~~75~~45	
2. Equity and Housing Performance	**100**	**9%**
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
3. Congestion Reduction/Air Quality	**275**	**25%**
Measure A - Vehicle delay reduced	200	
Measure B - Kg of emissions reduced	75	
4. Safety	~~275~~335	~~25~~30%
Measure A - Crashes reduced	~~225~~235	
Measure B - Pedestrian Crash Reduction (Proactive)	~~50~~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%**
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Strategic Capacity (Roadway Expansion)

Purpose: To fund regionally significant highway mobility projects, as prioritized in the Principal Arterial Intersection Conversion Study and the Congestion Management Process (CMP), that reduce delay and crashes and improve multimodal travel options.

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.

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	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students	50	
Measure C - Regional Truck Corridor Study Tiers	80	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**9%**
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
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%**

Criteria and Measures		Points	% of Total Points
	Measure A - Crashes reduced	120	
	Measure B - Pedestrian Crash Reduction (Proactive)	30	
7.	**Multimodal Elements and Existing Connections**	**100**	**9%**
	Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8.	**Risk Assessment**	**75**	**7%**
	Measure A- Risk Assessment Form	75	
9.	**Cost Effectiveness**	**100**	**9%**
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,100**	

Roadway Reconstruction/Modernization

Purpose: To fund roadway preservation projects that improve infrastructure condition, reduce crashes, and enhance multimodal travel options.

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.

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	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**9%**
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
4. Infrastructure Age/Condition	**175**	**16%**
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	125	
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

Purpose: To fund preservation and replacement projects for existing bridges to improve infrastructure condition and multimodal travel options.

Definition: A bridge rehabilitation or replacement project (with a clear span of over 20 feet) 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 Strategic Capacity ~~Roadway Expansion~~ application category. 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	
2. Usage	**130**	**12%**
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	**100**	**9%**
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
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%**
Measure A - Cost effectiveness (total points awarded/total 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.

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

Purpose: To fund transit projects that provide new or expanded transit service/facilities with the intent of attracting new transit riders to the system and reducing emissions.

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.

Applications in the Transit Expansion category cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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 – Equity engagement	60	
Measure B - Equity population benefits and impacts	80	
Measure C – Affordable housing access	60	
4. Emissions Reduction	**200**	**18%**
Measure A – Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A – Bicycle and pedestrian elements of the project and connections	100	
6. Risk Assessment	**50**	**5%**

Criteria and Measures	Points	% of Total Points
Measure A – Risk Assessment Form	50	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Transit Modernization

Purpose: To fund transit projects that make transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience.

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.

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 – Equity engagement	60	
Measure B - Equity population benefits and impacts	80	
Measure C – Affordable housing access	60	
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)

Purpose: To fund lower-cost, innovative TDM projects that reduce emissions and vehicle miles traveled (VMT) in congested corridors.

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.

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 – Equity engagement	45	
Measure B - Equity population benefits and impacts	60	
Measure C – Affordable housing access	45	
4. Congestion Reduction/Air Quality	**300**	**27%**
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	150	
5. Innovation	**200**	**18%**
Measure A - Project innovations and geographic expansion	200	
6. Risk Assessment	**50**	**5%**
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total cost)	100	
Total	**1,100**	

Multiuse Trails and Bicycle Facilities

Purpose: To fund multiuse trail and bicycle facilities that increase the availability and attractiveness of bicycling, walking, or rolling by improving safety: reducing or eliminating user barriers: and improving the Regional Bicycle Transportation Network (RBTN).

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.

Examples of Multiuse Trail and Bicycle Facility Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**200**	**18%**
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
2. Potential Usage	**200**	**18%**
Measure A - Existing population and employment within 1 mile	200	
3. Equity and Housing Performance	**120**	**11%**
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
4. Deficiencies and Safety	**250**	**23%**
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
5. Multimodal Facilities and Existing Connections	**100**	**9%**
Measure A - Transit or pedestrian elements and connections	100	
6. Risk Assessment/Public Engagement	**130**	**12%**
Measure A - Risk Assessment Form	130	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total cost)	100	
Total	**1,100**	

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Purpose: To fund pedestrian facility projects that focus on increasing the availability and attractiveness of walking or rolling by improving safety and removing gaps in the system.

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.

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 – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
4. Deficiencies and Safety	**300**	**27%**
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies corrected or safety problems addressed	180	
5. Multimodal Facilities and Existing Connections	**150**	**14%**
Measure A - Transit or bicycle elements of the project and connections	150	
6. Risk Assessment/Public Engagement	**130**	**12%**
Measure A - Risk Assessment Form	130	
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**	

Safe Routes to School (Infrastructure Projects)

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

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

Examples of Safe Routes to School Infrastructure Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Relationship between Safe Routes to School Program Elements	**250**	**23%**
Measure A - Describe how project addresses ~~5~~ 6 Es* of SRTS program	170	
Measure B – Completion of Safe Routes to School Plan or local plan	80	
2. Potential Usage	**250**	**23%**
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
3. Equity and Housing Performance	**120**	**11%**
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
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~~ 6 Es of Safe Routes to School include Evaluation, Education, Encouragement, Equity, Engagement, and Engineering~~of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement~~.*

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

- 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. 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.
2. 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.
3. 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.
4. 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*
5. **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 2026 in the TIP, the project program year begins July 1, 2025, and ends June 30, 2026. 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*
6. 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.
7. 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.
8. The announcement of funding availability is posted on the Metropolitan Council website and emailed to local stakeholders.

9. 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.
10. 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.
11. 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.
12. TAB may or may not choose to fund at least one project from each application category.
13. 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.
14. 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 TAC F&P Chair, TAB Coordinator, and Council staff will need to approve ~~the scorer will have the option to~~ prorating~~e~~ the other scores based on the second highest scoring project instead of the top project or similar approach.

~~15. 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).~~

~~16. 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).~~

15. ~~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 on the same corridor (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 in the same solicitation cycle.

~~17.~~ 16. As a first step to better engage with Minnesota's Tribal Nations, a map of the selected projects will be distributed to the Minnesota Indian Affairs Council (MIAC) so that project sponsors will have ample time to coordinate on projects that potentially impacted culturally sensitive land. MIAC is also adding a query function to its website to help identify the overlap of projects areas and culturally sensitive land. Project sponsors may want to inquire about their project locations early in the project development process. Additional coordination between the MPO and Tribal Nations is expected in other areas of the MPO's work.

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 Joe Barbeau	TAB Met Council	*Elaine.koutsoukos@metc.state.mn.us* *Joseph.barbeau@metc.state.mn.us*	(651) 602-1717 (651) 602-1705
Traffic Volumes				
Freeways	Jason Junge	MnDOT	*Jason.Junge@state.mn.us*	(651) 234-7875
State Roads	Christy Prentice Gene Hicks	MnDOT MnDOT	*Christy.prentice@state.mn.us* *Gene.hicks@state.mn.us*	(651) 366-3844 (651) 366-3856
Heavy Commercial	John Hackett	MnDOT	*John.Hackett@state.mn.us*	(651) 366-3851
2040 Projections	Jonathan Ehrlich	Met Council	*Jonahtan.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 Bargen	MnDOT	*Mackenzie.turnerbargen@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

September 15, 2021

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: Unique projects are exempt from this qualifying requirement because of their innovative nature.

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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2020 funding cycle).

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 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 and Unique Project 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 updated4/15/2019*. Unique projects are exempt from this qualifying requirement.

☐ 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~~ Strategic Capacity 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 clear span 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. Applications cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

☐ 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 2026 AND 2027

June 4, 2021

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

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 ☐ No ☐ If yes, please identify the source(s):
9. FEDERAL AMOUNT: $
10. MATCH AMOUNT: $ (Minimum of 20% of the project total)
11. PROJECT TOTAL: $
12. MATCH PERCENTAGE (Minimum of 20%): (Compute the match percentage by dividing the match amount by the project total)
13. SOURCE OF MATCH FUNDS (A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources):
14. PROGRAM YEARS (Check all years that are feasible): ☐ 2024 (TDM and Unique) ☐ 2025 (TDM and Unique) ☐ 2026 ☐ 2027
15. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): ☐ 2023 ☐ 2024 ☐ 2025

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

Specific Bicycle and Pedestrian Elements

☐	**Path/Trail Construction**	**$**
☐	**Sidewalk Construction**	**$**
☐	**On-Street Bicycle Facility Construction**	**$**
☐	**Pedestrian Curb Ramps (ADA)**	**$**
☐	**Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)**	**$**
☐	**Pedestrian-Scale Lighting**	**$**
☐	**Streetscaping**	**$**
☐	**Wayfinding**	**$**
☐	**Bicycle and Pedestrian Contingencies**	**$**
☐	**Other Bicycle and Pedestrian Elements**	**$**

Specific Transit and TDM Elements

☐	**Fixed Guideway Elements**	**$**
☐	**Stations, Stops, and Terminals**	**$**
☐	**Support Facilities**	**$**
☐	**Transit Systems (e.g. communications, signals, controls, fare collection, etc.)**	**$**
☐	**Vehicles**	**$**
☐	**Contingencies**	**$**
☐	**Right-of-Way**	**$**
☐	**Other Transit and TDM Elements**	**$**
	TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS	**$**

Transit Operating Costs

☐	Number of platform hours	
☐	Cost per platform hour (fully loaded costs)	**$**
	Subtotal - _____	**$**
☐	Other Costs – Administration, Overhead, etc.	**$**
	Total Transit Operating Costs	**$**
☐	**TDM Operating Costs**	**$**
	TOTAL TRANSIT AND TDM OPERATING COSTS	**$**

	TOTAL TAB-ELIGIBLE COSTS	**$**