2020 Regional Solicitation for Transportation Projects
Regional Solicitation Purpose

To distribute federal Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality (CMAQ) program funds to projects that meet regional transportation needs.

• Solicit for project proposals for Fiscal Years 2024 and 2025
• Use a transparent and technically-driven scoring system to select projects
2018 Regional Solicitation

• 57 projects funded out of 137 submitted (42%)
• $200M funded out of $419M requested (48%)
• $200M of federal funds will leverage $207M in local funds, totaling $407M of projects
• Funded projects in all 7 counties and 37 cities and townships
• 2 Unique Projects
  – Saint Paul’s Electric Vehicle Charging Stations and Carsharing Vehicles
  – Council’s Regional Model/Travel Behavior Inventory
Projects Selected for 2022 and 2023
Eligible Applicants and Expenses

- **Eligible Applicants**: Counties, cities, townships, state agencies, colleges, universities, school districts, American Indian tribal governments, transit providers, non-profits*, and park districts
  
  * For the travel demand management category, only

- **Ineligible Expenses**: Costs for studies, preliminary engineering, design, right-of-way (aside from transit), and construction engineering are not eligible. Operating funds not eligible for Transit Modernization.
Approved Application Categories

REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES

Regional Solicitation

Unique Projects* (2.5% of federal Funds, $4M to $5M) including the Regional Travel Behavior Inventory/Modeling Program

MODAL CATEGORIES

Roadways Including Multimodal Elements

Transit and Travel Demand Management (TDM) Projects

Bicycle and Pedestrian Facilities

APPLICATION CATEGORIES

Traffic Management Technologies

Spot Mobility and Safety

Strategic Capacity

Roadway Reconstruction/Modernization

Bridges

Arterial Bus Rapid Transit Project

Transit Expansion

Transit Modernization

Travel Demand Management
  • Base Level
  • Innovative

Multituse Trails and Bicycle Facilities

Pedestrian Facilities

Safe Routes to School (Infrastructure)

*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.
Scoring Changes – Multiple Modes

- Housing Performance Score measure supplemented with qualitative question related to how the project serves affordable housing. (See next slide)
- Equity scoring measure focuses less on geography and more on outreach. (See two slides following next slide)
- Risk Assessment sub-measure rewarding stakeholder involvement
Housing Scoring Measure Change

- Reduce Housing Performance total score from 70 points to 50 points across all application categories (20 points shifted toward Equity score)

- Include a new measure on Affordable Housing Access
  - Qualitative measure describing how the project improves access to affordable housing within 1/2 mile of the proposed project
  - 10 out of 50 points

- Increase Equity score by 20 points shifted from Housing Performance
  - 40% of Equity points for demonstrated engagement and outreach
  - 60% of Equity points for identified benefits and mitigation of negative impacts
Equity Scoring Measure Change

• Equity scoring varies by funding category (50 to 150 points)
  – 40% of Equity points for demonstrated engagement and outreach
  – 60% of Equity points for identified benefits and mitigation of negative impacts

• Replace the geographic multiplier bonus points
  – Bonus points only for projects scoring at least 80% on Equity measure
  – 25 points for Areas of Concentrated Poverty with 50% people of color (ACP-50)
  – 20 points for Areas of Concentrated Poverty (ACP)
  – 15 points for census tracts above regional average for poverty or people of color
  – 10 points for all other areas
Equity Engagement and Outreach

New emphasis on engagement and outreach with, and feedback from, under-represented communities including communities of color, low-income, disabled, elderly and youth populations. Successful strategies may include:

- Mapping of populations within ½ mile of proposed project (required)
- Demonstration that those directly impacted were consulted and included in outreach efforts (meeting them where they are at)
- “General engagement,” while important, will not be awarded points
- Demonstration that the transportation problem identification emerged from an engagement process
Equity Benefits and Impacts

Successful applications will demonstrate that the project will provide benefits to under-represented populations or directly solve a problem identified by these populations. This might include:

• Improved transit access
• Traffic calming through a pedestrian environment

Unmitigated negative impacts can result in a reduced score. Examples include:

• Decreased pedestrian access or safety
• Barriers to job access
• Noise
Modal Funding Ranges

<table>
<thead>
<tr>
<th>Ranges</th>
<th>Roadways</th>
<th>Transit and TDM</th>
<th>Bicycle and Pedestrian Facilities</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>46%-65% $83M-$117M</td>
<td>25%-35% $45M-$63M</td>
<td>9%-20% $16M-$36M</td>
<td>100% $180M</td>
</tr>
<tr>
<td>Midpoint</td>
<td>$100M</td>
<td>$54M</td>
<td>$26M</td>
<td></td>
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</tbody>
</table>

- Change: Adjusted the modal funding ranges to increase the transit funding range by $5M and reduce the Roadway midpoint by $4M and Bicycle and Pedestrian midpoint by $1M.
# Federal Award Minimum and Maximum Amounts

<table>
<thead>
<tr>
<th>Modal Categories</th>
<th>Application Categories</th>
<th>Minimum Federal Award</th>
<th>Maximum Federal Award</th>
<th>Change from 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadways</td>
<td>Traffic Management Technologies (RSM)</td>
<td>$250,000</td>
<td>$3,500,000</td>
<td>Max decreased from $7M</td>
</tr>
<tr>
<td>Including</td>
<td>Spot Mobility and Safety</td>
<td>$1,000,000</td>
<td>$3,500,000</td>
<td>New funding category</td>
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<tr>
<td>Multimodal</td>
<td>Strategic Capacity (Roadway Expansion)</td>
<td>$1,000,000</td>
<td>$10,000,000</td>
<td>Max increased from $7M</td>
</tr>
<tr>
<td>Elements</td>
<td>Roadway Reconstruction/ Modernization</td>
<td>$1,000,000</td>
<td>$7,000,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge Rehabilitation/ Replacement</td>
<td>$1,000,000</td>
<td>$7,000,000</td>
<td></td>
</tr>
<tr>
<td>Transit and</td>
<td>Arterial Bus Rapid Transit Project</td>
<td>N/A</td>
<td>$25,000,000</td>
<td>New funding category</td>
</tr>
<tr>
<td>TDM Projects</td>
<td>Transit Expansion</td>
<td>$500,000</td>
<td>$7,000,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transit Modernization</td>
<td>$500,000</td>
<td>$7,000,000</td>
<td>Min increased from $100,000</td>
</tr>
<tr>
<td></td>
<td>Travel Demand Management (TDM)</td>
<td>$100,000</td>
<td>$500,000</td>
<td>Min increased from $75,000</td>
</tr>
<tr>
<td>Bicycle and</td>
<td>Multiuse Trails and Bicycle Facilities</td>
<td>$250,000</td>
<td>$5,500,000</td>
<td></td>
</tr>
<tr>
<td>Pedestrian</td>
<td>Pedestrian Facilities</td>
<td>$250,000</td>
<td>$1,000,000</td>
<td></td>
</tr>
<tr>
<td>Facilities</td>
<td>Safe Routes to School</td>
<td>$250,000</td>
<td>$1,000,000</td>
<td></td>
</tr>
</tbody>
</table>

Minimum 20% non-federal match
Prioritizing Criteria

The most common prioritizing criteria are:
• Role in Regional Transportation System & Economy
• Usage
• Equity and Housing Performance
• Infrastructure Age
• Congestion Reduction/Air Quality
• Safety
• Multimodal Elements & Connections
• Risk Assessment
• Cost Effectiveness
Roadway Applications

- **Traffic Management Technologies** – Intelligent Transportation System (ITS) or similar projects
- **Spot Mobility and Safety** – Corridor-level intersection mobility and safety projects
- **Strategic Capacity** – Adds through-lane capacity on Non-Freeway Principal Arterials or A-Minor Arterials (A-Minor Connectors not eligible)
- **Roadway Reconstruction/Modernization** – No new through-lane capacity; reconstructs or modernizes roadway
- **Bridges** – Rehabilitation or reconstruction of existing bridges serving vehicular traffic
Roadway Projects Funded in 2018 Regional Solicitation

• Traffic Management Technologies: 2
• Spot Mobility/Safety: N/A
• Strategic Capacity: 10
• Roadway Reconstruction/Modernization: 7
• Bridge: 3
• Most projects included multimodal elements
Scoring Changes – Highway

- Replaced $10M set aside for Bridge category with $10M “target”
- Roadway Expansion now titled Strategic Capacity
- Congestion Management Process (CMP) now integrated into scoring
- New Category: Spot Mobility and Safety
  - $3.5M federal maximum ($1M minimum)
  - Roadway Reconstruction and Spot Mobility
- Pedestrian safety measure included in Safety criterion
- Additional Cost Effectiveness provision awarding points for projects awarded other non-local funds.
At Least One Project Funded in Each Eligible Roadway Classification

Eligible roadway classifications:
• Non-Freeway Principal Arterials
• A-Minor Augmentor
• A-Minor Reliever
• A-Minor Expander
• A-Minor Connector (not eligible in Expansion category)
Roadway Project Example

77th Street Underpass
- Applicant: City of Richfield
- $7M award ($26M project)
- New underpass creating better connections for all modes of travel and the Metro Transit Bus Garage
Transit & Transportation Demand Management (TDM)

• **Arterial BRT** – Provides for one full project to more efficiently implement ABRT network.

• **Transit Expansion** – Provides new or expanded transit service or facilities.

• **Transit Modernization** – Makes transit more attractive by offering faster travel times, improving customer experience, or reducing operating costs.

• **Travel Demand Management (TDM)** – Reduces peak-hour congestion.
  – TDM Projects will be for 2022 and 2023
Transit/TDM Projects Funded in 2018 Regional Solicitation

• 10 Transit, 6 travel demand management (TDM), and ongoing funding for the transportation management organizations (TMOs)
• Expansion of our Metro Transit bus routes in nine different cities
• New bus route connecting Orange Line to central Burnsville
TDM Applicants

• Have an understanding of Council’s procedures and policies as they relate to sub-recipient agreements for federal funds.
• The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.
• The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.
• Work with the Council Project Manager, Theresa Cain, Theresa.Cain@metrotransit.org, 612-349-7538
Scoring Changes – Transit

• Addition of a new Bus Rapid Transit program category
• Addition of a “new market guarantee”
Transit Project Example

Town Center LRT Station in Eden Prairie.

• Applicant: City of Eden Prairie
• $6M award ($7.7M project)
• Construction of additional LRT station on the Green Line Extension
Bicycle-Pedestrian Facility Applications

- **Multiuse Trails and Bicycle Facilities** – Benefits primarily bicyclists (or bicyclists and other trail users) – on-street bike lanes or facilities, multiuse trails, trail bridges or underpasses
- **Pedestrian Facilities (Sidewalks, Streetscaping, ADA)** – Benefits primarily pedestrians.
- **Safe Routes to School Infrastructure** – Within 2-mile radius and directly benefiting primary, middle, high schools
Bike/Ped Projects Funded in 2018 Regional Solicitation

- Multiuse Trails and Bicycle Facilities: 11 projects
- Pedestrian Facilities: 2 projects
- Safe Routes to School: 4 projects
Scoring Changes – Bicycle and Pedestrian

• Qualifying criterion for Multiuse Trails / Bicycle Facilities: confirmation to maintain trails for snow/ice control (scoring measure in 2018)

• Inclusion of Bicycle Barriers Study and Major Regional River Crossings in the application category as a scoring measure (also referenced in the Multimodal Facilities and Connections measure in roadways category)
Bike/Ped Project Example

Queen Avenue Bicycle Boulevard
• Applicant: City of Minneapolis
• $1M award ($1.3M project)

Construction of a five-mile bicycle boulevard from 44th Avenue North to Glenwood Avenue. Signage, striping, traffic circles, ADA-compliant pedestrian ramps, traffic-calming amenities.
Unique Projects

- 2.5% setaside for unique projects
- Setaside includes Regional Travel Model / Travel Behavior Inventory
- Setaside subject to shorter turnaround
  - 2024 and 2025 funds to be set aside in 2022 Solicitation
Preparing the Application

• Think about the types of projects that may be competitive.
• Think about the application timelines and any approvals by your city council or coordination with other agencies.
• What fieldwork is needed (roadway and Safe Routes to School only) and what outreach opportunities to equity populations exist (all categories)?
• Final applications are approved and posted online – begin drafting responses at any time using sample Word documents.
• How will you prepare the application(s)?
  – In-house staff; consultant
  – Collaboration with other entities
  – Authorized signature
Preparing the Application: Training Available

February-March – Training sessions to assist applicants in using the online application system.

• Training session dates will be posted online: https://metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation-NEW.aspx
• Video tutorials for refresher training
Qualifying

• Prior to scoring, projects are examined to make sure they qualify. Qualifying requirements include:
  – Consistency with regional plans
  – Inclusion in a local plan or program
  – Project can only be applied for in one application category
  – ADA compliance
  – Accessible/open to the general public
  – Permanent improvement with independent utility

• If Metropolitan Council staff determines that a project is not qualified, the applicant can appeal to the Funding & Programming Committee.
Qualifying Criterion Changes

• Completed Americans with Disabilities Act (ADA) self-evaluation (for agencies with <50 employees) or transition plan (for agencies with >50 employees) that covers the public right of way/transportation, as required under Title II of the ADA.


• For Multiuse Trails / Bicycle Facilities: confirmation to maintain trails for snow/ice control (scoring measure in 2018)
Application Evaluation

• Projects in each category are evaluated and scored by teams of volunteer technical professionals from various agencies. Roughly 50 scorers from across the region participated in 2018!
• Each scorer uses consistent methodology to score one or two criteria for all applications.
• Each scoring group reaches a consensus on scores and endorses a ranked list of projects by total score.
• Applicants may appeal the scoring decision of an individual measure.
Funding Decisions

- Technical Committees create funding options for TAB, using ranked list of projects.
- Select projects based on project score.
  - One project from each roadway classification must be funded.
- Demand within categories is considered.
- In final project selection, geographic balance and applicant distribution are also considered.
Regional Solicitation Schedule

• Mid-February: Application Released in WebGrants
• February & March: Online Application Training Sessions
• April 8, 4 P.M.: Online System Registration Deadline
• April 16, 4 P.M.: Applications Due
• November 2020: TAB Approves Funding Recommendations for Projects in 2024 and 2025
Timeline when the Met Council is the Direct Recipient

• Applies to transit and TDM projects.
• Funds are not available until October of 2024 for projects that are selected to receive 2024 funds. For transit projects that include a bus purchase, to begin service in 2026, applicants should select 2024 or 2025 as their program year.
• Contact Grants Manager Heather Giesel @ 651-602-1715 or Heather.Giesel@metc.state.mn.us with questions.
• Contact Theresa Cain at 612-349-7538 or Theresa.Cain@metrotransit.org with TDM questions.
Highway Safety Improvement Program (HSIP)

• **February 3**: Application released
• **June 1 at 4:30 PM**: Applications due to MnDOT
• $2 million maximum award for projects in 2024 and 2025 (federal share up to 90% of total project)
• Up to $25 M available
  – No longer a prescribed ratio between re-active and pro-active projects
• December 2020: TAB approves projects for funding
• Questions: Lars Impola: 651-234-7820 or Lars.Impola@state.mn.us
HSIP Projects funded in 2018 Solicitation

Reference Items:
- Proactive Safety Projects (9)
- Reactive Safety Projects (16)
- Principal Arterials
- A-Minor Arterials
- Lakes And Rivers
- Urbanized Area

Legend:
0 5 10 15 20 Miles
Questions

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