

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://metro council.org/Planning/Projects/Thrive-2040.aspx>

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project. Briefly list the goals, objectives, strategies, and associated pages:
3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages: 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.

☐ 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 2022 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)	\$500,000	\$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	\$2,000,000
• 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update e.g., within five years prior to application.)

☐ 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, this includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per [FHWA direction established 8/27/2008 and updated 4/15/2019](#). 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 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. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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

2. **Roadway 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 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 reinstatement 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.