

# 2022 Regional Solicitation for Transportation Projects

Workshop  
January 21, 2022



# Workshop Overview

- Welcome
- Workshop will be recorded for posting on the Regional Solicitation webpage
- Presentations by Council, TAB, and MnDOT staff
- Question and answer

# Regional Solicitation Purpose

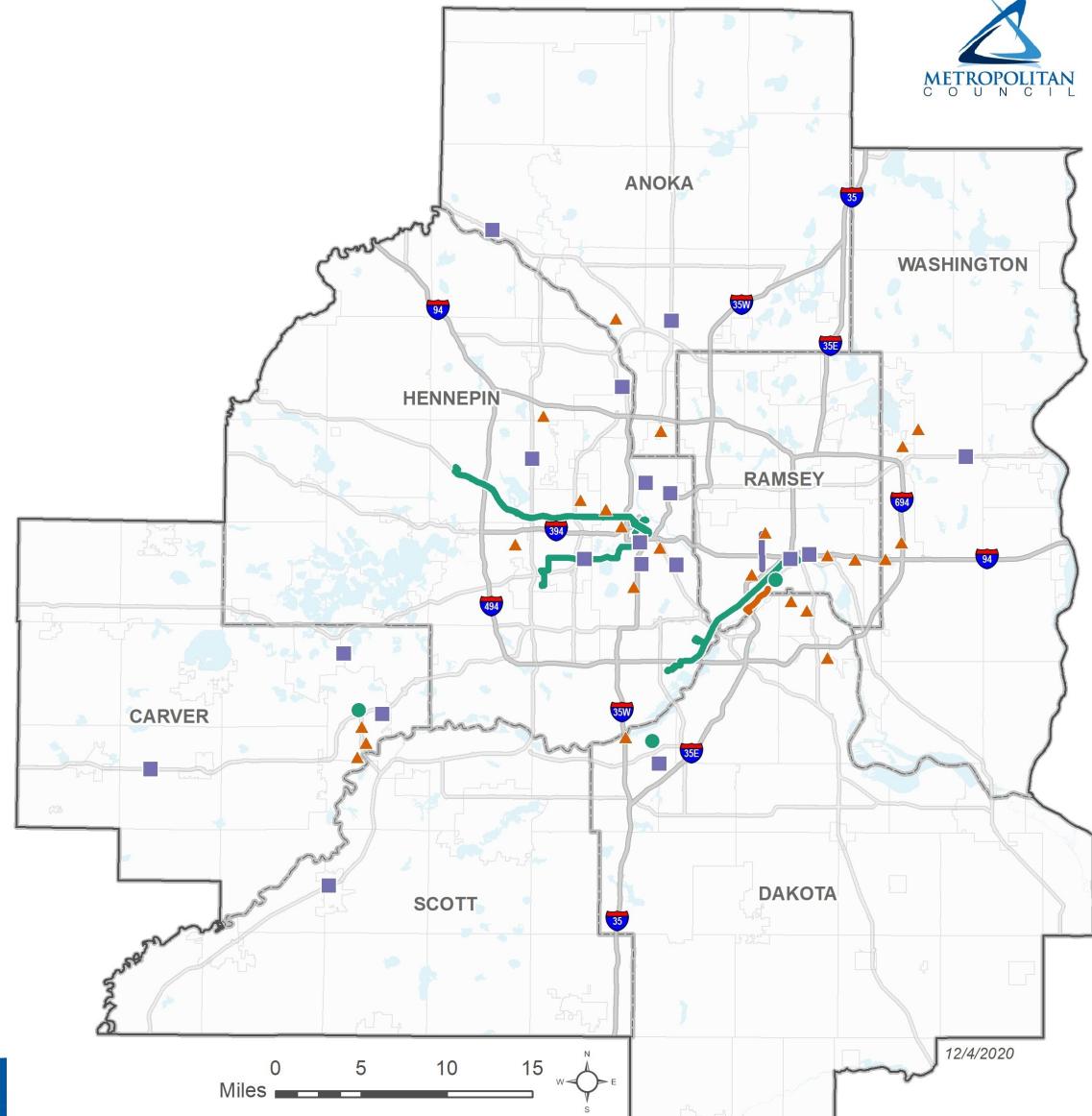
To distribute federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program funds to projects that meet regional transportation needs.

- Solicit for project proposals for fiscal years 2026 and 2027
- TDM and Unique projects for fiscal years 2024 and 2025
- Use a transparent and technically-driven scoring system to select projects

# 2020 Regional Solicitation

- 56 projects funded out of 130 submitted (43%)
- \$215M funded out of \$484M requested (44%)
- \$215M of federal funds will leverage \$260M in local funds, totaling \$475M of projects
- Funded projects in all 7 counties and 26 cities and townships

# Projects Selected for 2024 and 2025



- ▲ — Pedestrian and Bicycle      └── Counties
- — Road                            └── Cities & Townships
- — Transit                        └── Lakes and Rivers

# Eligible Applicants and Ineligible 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.

# Qualifying Criteria

- Consistency with regional plans
- Inclusion in a local plan or program
- Project can only be applied for in one application category
- ADA compliance – ADA Transition Plan
- Accessible/open to the general public
- Permanent improvement with independent utility

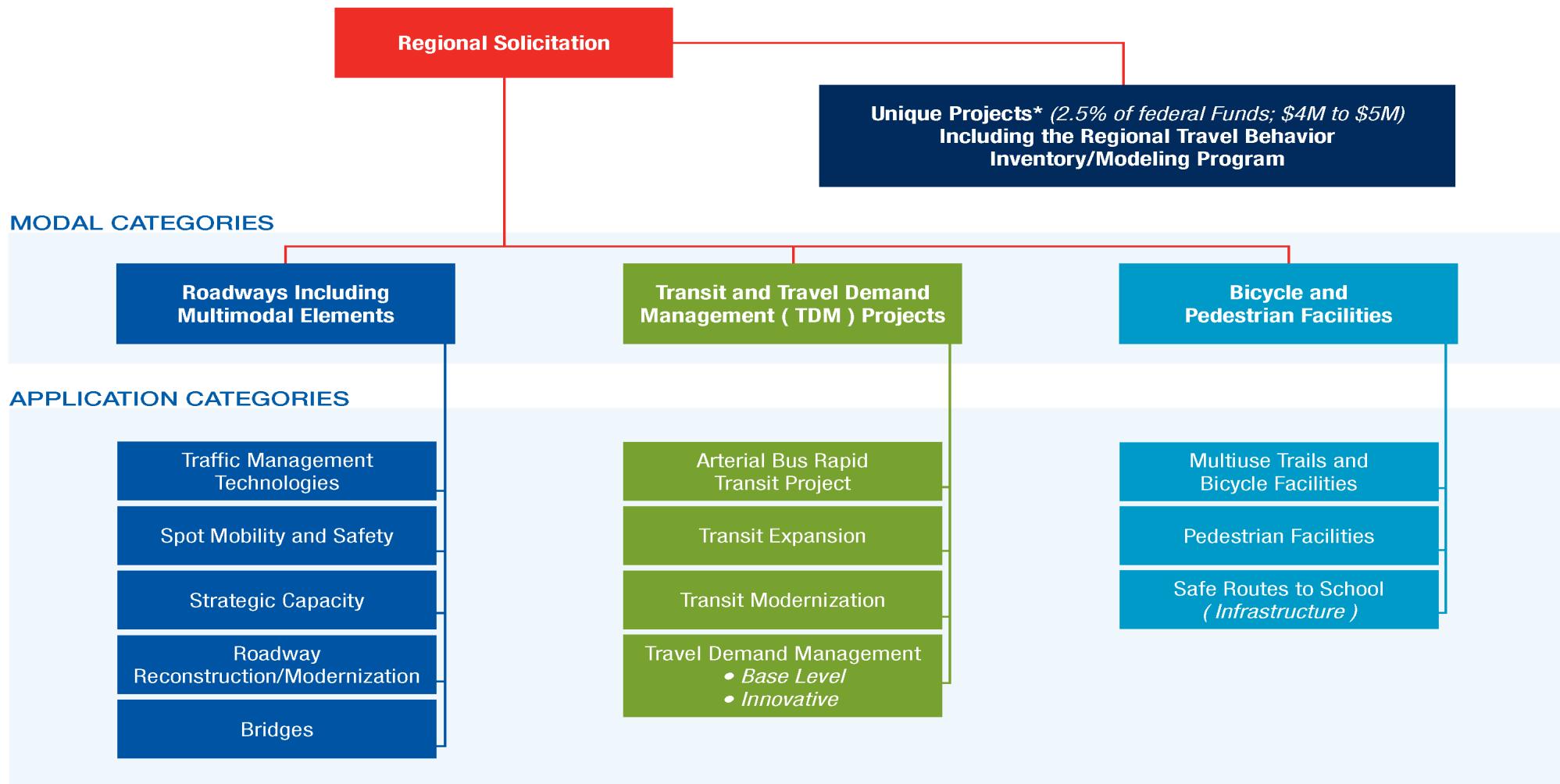
# Qualifying Criterion Change

- Transit Expansion: 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.

# Approved Application Categories

REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES

SEPTEMBER 2019



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

# Federal Award Minimum and Maximum Amounts

Modal Categories	Application Categories	Minimum Federal Award	Maximum Federal Award	Change from 2020
Roadways	Traffic Management Technologies	\$500,000	\$3,500,000	Min increased from \$250,000
	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	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	Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000	
	Pedestrian Facilities	\$250,000	\$2,000,000	Max increased from \$1,000,000
	Safe Routes to School	\$250,000	\$1,000,000	

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



# New Application - Unique Projects

- \$4.5 M set aside from 2020 Regional Solicitation to program with the 2022 Regional Solicitation, enabling shorter turnaround
  - 2022 funds will be set aside for the 2024 Regional Solicitation
- Set-aside includes Regional Travel Model / Travel Behavior Inventory
- \$500,000 minimum federal award; no specific maximum (though restricted by \$4.5M available)

# Unique Projects

TAB established qualitative scoring based on six key criteria

## Criteria and Measures (1-3)

### 1. Innovation (28% of total)

- a) New approach to existing and/or emerging challenge(s)

### 2. Environmental Impacts (21% of total)

- a) Improve air quality
- b) Contribution to climate change improvement
- c) Improve surface or ground water quality and management
- d) Other environmental impacts

### 3. Racial Equity (18% of total)

- a) Improve connectivity and access to places and opportunity for Black, indigenous, and people of color (BIPOC) communities
- b) Removing barriers
- c) Contributions to quality-of-life improvements

# Unique Projects

TAB established qualitative scoring based on six key criteria

## Criteria and Measures (4-6)

### 4. Multimodal Communities (13% of total)

- a) Improve multiple non-single-occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking)
- b) Land use and development strategies that support walkable, bikeable, transit-friendly communities
- c) Support first- and last-mile solutions for people connecting to places they need to go

### 5. Regional Impact/Scalability (11% of total)

- a) Regional impact
- b) Expandability

### 6. Partnerships (9% of total)

- a) Stakeholder groups involved in project development
- b) Match contribution

# Scoring Changes – Roadway Safety

- Given increases in serious injury/fatality crashes in the region, TAB increased the safety points in the Roadway Spot Mobility and Safety category from 275 to 335.
- List of commonly used crash modification factors (CMFs) was created, which will be an optional resource to help applicants in selecting CMFs.

# Scoring Changes – Pedestrian Safety

- Pedestrian Safety measure in three roadway categories updated: Strategic Capacity, Reconstruction/Modernization, Spot Mobility and Safety
- Update based data analysis done for the Pedestrian Safety Action Plan
- Qualitative scoring measure rewards points for:
  - Addressing safety needs of people crossing streets
  - Managing motorist speeds
  - Location-based risk and exposure factors (e.g. road configuration, speed, average annual daily traffic, transit stops, destinations)

# Equity and Affordable Housing Scoring

- TAB defines Equity Populations as:
  - Black, Indigenous, and People of Color (BIPOC)
  - Low-income and residents of affordable housing
  - People with disabilities
  - Youth
  - Older adults
- Three equity related scoring measures
  - Engagement with Equity Populations, 30%
  - Equity Population Benefits & Impacts, 40%
  - Affordable Housing Multimodal Access Improvements, 30%

# Equity and Housing, Engagement

- Purpose
  - Did engagement with specific equity populations inform or identify project need?
  - Did engagement occur with residents of nearby affordable housing?
  - How were the communities engaged and what did you hear?
  - How did project elements change with feedback?
- Response
  - Applicants should describe equity populations living near the project; demographic map provided by mapping application
  - Project success is tied to active engagement with equity populations
  - Engagement should occur prior and during project development, including identification of project need, and in a variety of ways that best meets community needs
  - Describe progression of engagement activities from project need identification to current and planned activities

# Equity and Housing, Benefits & Impacts

- Purpose: How does a project directly benefit or impact equity populations?
- Response
  - Focus on direct benefits to equity populations (safety, access, multimodal improvements)
  - Tie benefits specifically with identified populations and substantiate with data and what was heard through engagement
  - Describe how projects go beyond federal mitigation requirements
  - Acknowledge negative impacts and mitigation measures

# Equity and Housing, Affordable Housing

- Purpose: How does the project provide improved multimodal access for residents of affordable housing?
- Response:
  - Describe existing, under construction, planned affordable units within ½ mile
    - Built subsidized units provided by mapping application
    - Applicants can describe other affordable housing (planned, naturally occurring)
    - Describe nearby important destinations (schools, food, healthcare, parks, etc.)
  - Describe how a project provides meaningful multimodal access improvements for residents of nearby affordable housing:
    - Access to the affordable housing units
    - Access to nearby important destinations

# Modal Funding Ranges

	Roadways	Transit and TDM	Bicycle and Pedestrian Facilities	Total
Ranges	46%-65% \$83M-\$117M	25%-35% \$45M-\$63M	9%-20% \$16M-\$36M	100% \$180M (Est)
Midpoint	\$100M	\$54M	\$26M	

- Above figures do not include 2.5% that will be set aside for unique projects
- The new federal infrastructure bill will also provide additional funding for the Regional Solicitation above what is shown.

# Roadway Applications

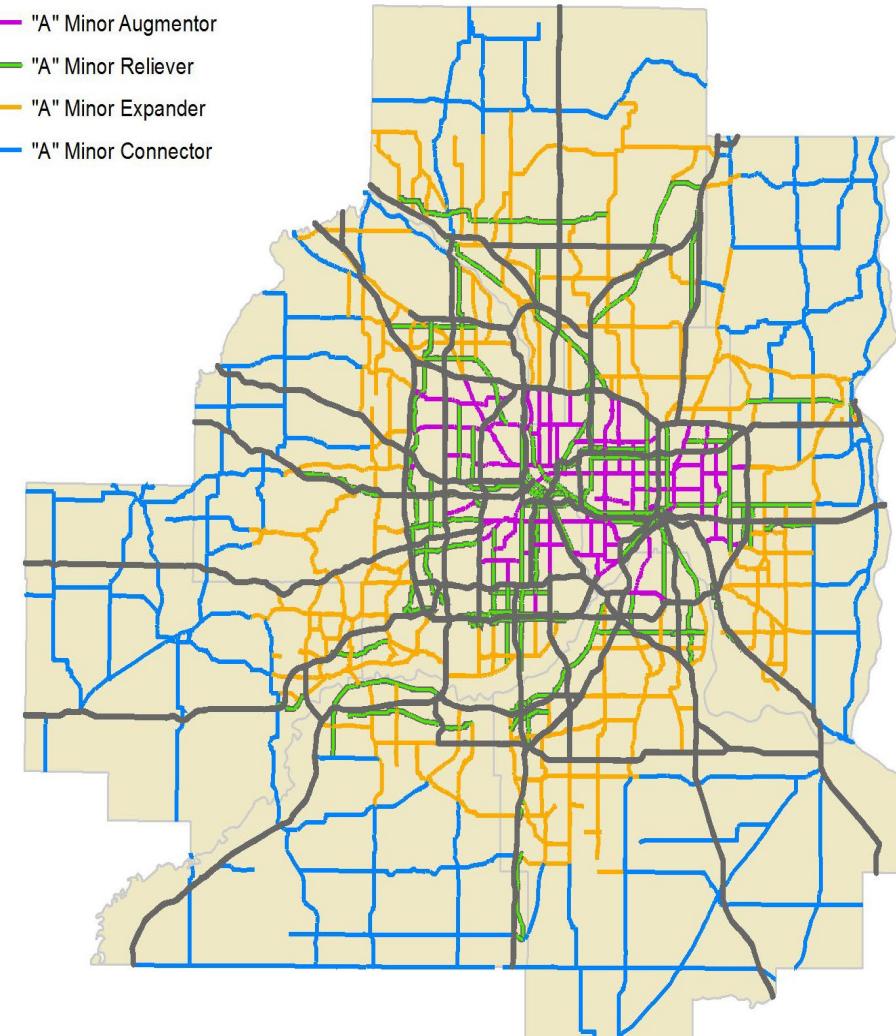
- **Traffic Management Technologies** – Intelligent Transportation System (ITS) or similar projects
- **Spot Mobility and Safety** – Corridor-level intersection mobility and safety projects
- **Strategic Capacity** – Adds through-lane capacity on Non-Freeway Principal Arterials or A-Minor Arterials (A-Minor 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

# 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)

- Principal Arterial
- "A" Minor Augmentor
- "A" Minor Reliever
- "A" Minor Expander
- "A" Minor Connector



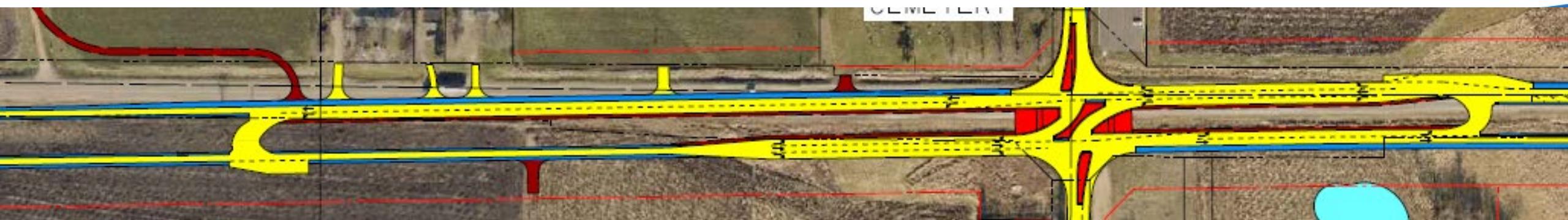
# Roadway Projects Funded in 2020 Regional Solicitation

- Traffic Management Technologies: 2
- Spot Mobility/Safety: 4
- Strategic Capacity: 7
- Roadway Reconstruction/Modernization: 4
- Bridge: 2
- Most projects included multimodal elements

# Roadway Project Example

## 212 & CSAH 51 Intersection Safety Project

- Applicant: Carver County
- \$3.5M award (\$8.3M project)
- New reduced conflict intersection (RCI), median, and wider shoulders to address high crash rates at the intersection



# 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 2024 and 2025

# **Transit/TDM Projects Funded in 2020 Regional Solicitation**

- 8 Transit, 4 Travel Demand Management (TDM), and ongoing funding for the transportation management organizations (TMOs)
- Expansion of bus routes in seven different cities
- Arterial bus rapid transit project: METRO F Line from downtown Minneapolis to Northtown Mall in Blaine via Central Avenue and University Avenue. This roughly follows Metro Transit's current Route 10.

# TDM Applicants

- Have an understanding of Council's procedures and policies as they relate 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

# Transit Project Example

## Gold Line Downtown Modernization Project

- Applicant: Metro Transit
- \$7M award (\$10.5M project)
- Construction of nine bus rapid transit (BRT) stations



# 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 2020 Regional Solicitation

- Multiuse Trails and Bicycle Facilities: 11 projects
- Pedestrian Facilities: 8 projects
- Safe Routes to School: 6 projects

# Bike/Ped Project Example

## Century-Greenway Trail

- Applicant: Washington County
- \$0.8M award (\$1M project)
- Construction of a 10ft-wide bituminous multiuse trail from Century Ave to Greenway Ave.



# 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

# Qualifying

- Prior to scoring, projects are examined to make sure they qualify.
- If Metropolitan Council staff determines that a project is not qualified, the applicant can appeal to the Funding & Programming Committee.

# Application Evaluation

- Projects in each category are evaluated and scored by teams of volunteer technical professionals from various agencies. Sixty-nine scorers (and committee chairs) from across the region participated in 2020!
- Each scorer uses consistent methodology to score 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 project lists
- Select projects based primarily on project scores
  - One project from each roadway classification must be funded.
  - Transit category limitations
- Demand within categories is considered
- In final project selection, geographic balance and applicant distribution are also considered

# Regional Solicitation Schedule

- January 21: Regional Solicitation Overview Workshop
- Mid-February: Online Application Training Session (Recorded)
- Mid-February: Application Released in WebGrants
- March 30, 4 P.M.: Online System Registration Deadline
- April 14, 4 P.M.: Applications Due
- November 2022: TAB Approves Funding Recommendations for Projects in 2026 and 2027

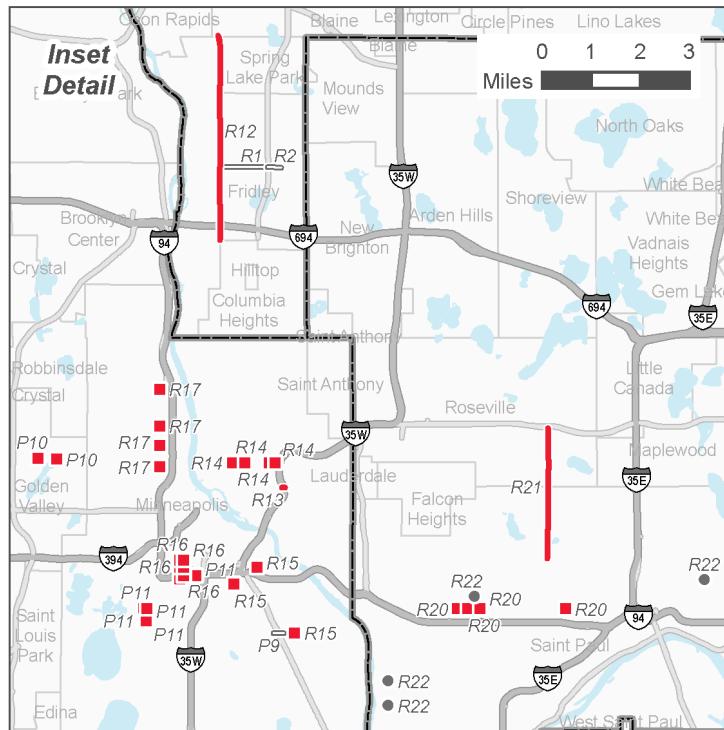
# Timeline when the Met Council is the Direct Recipient

- Applies to transit and TDM projects.
- Funds are not available until October of 2026 for projects that are selected to receive 2026 funds. For transit projects that include a bus purchase, to begin service in 2028, applicants should select 2026 or 2027 as their program year.
- Contact Grants Manager Heather Giesel @ 651-602-1715 or [Heather.Giesel@metc.state.mn.us](mailto:Heather.Giesel@metc.state.mn.us) with questions.
- Contact Theresa Cain at 612-349-7538 or [Theresa.Cain@metrotransit.org](mailto:Theresa.Cain@metrotransit.org) with TDM questions.

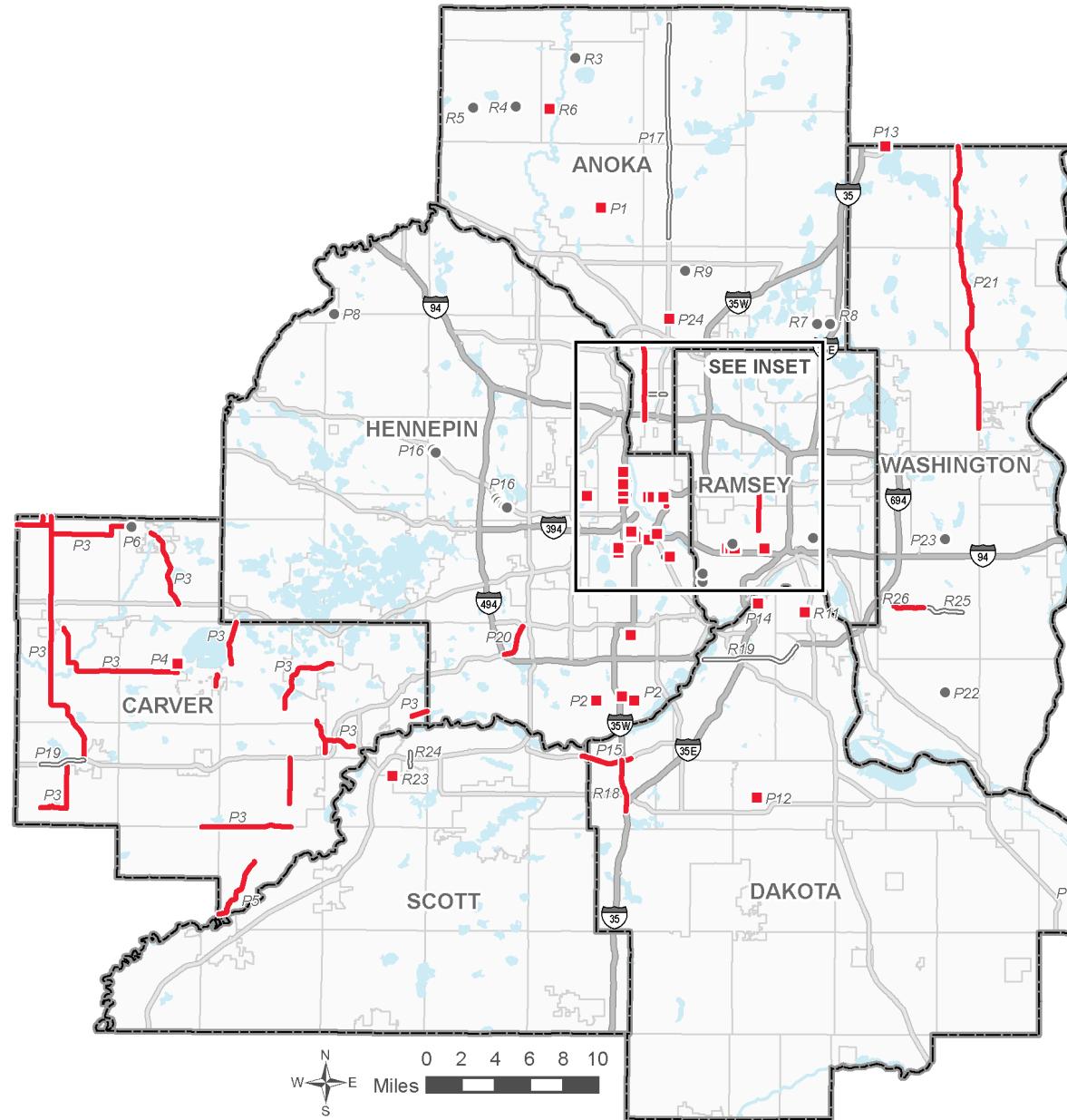
# Highway Safety Improvement Program (HSIP)

- February 1: 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)
- \$20 million to \$25 million available
- December 2022: TAB approves projects for funding
- Questions: Lars Impola: 651-234-7820 or  
[Lars.Impola@state.mn.us](mailto:Lars.Impola@state.mn.us)

# HSIP Projects funded in 2020 Solicitation



— Funded  
— Not Funded  
— Interstate Highways  
— Other Major Highways  
— Counties  
— Cities & Townships  
— Lakes & Rivers



# Questions

Steve Peterson, Manager of Highways and TAB/TAC Process

651-602-1819

[Steven.Peterson@metc.state.mn.us](mailto:Steven.Peterson@metc.state.mn.us)

Elaine Koutsoukos, TAB Coordinator

651-602-1717

[Elaine.Koutsoukos@metc.state.mn.us](mailto:Elaine.Koutsoukos@metc.state.mn.us)

Joe Barbeau, Senior Planner

651-602-1705

[joseph.barbeau@metc.state.mn.us](mailto:joseph.barbeau@metc.state.mn.us)