

2016 Regional Solicitation for Transportation Projects

Regional Solicitation Workshop
May 16, 2016



Solicitation Purpose

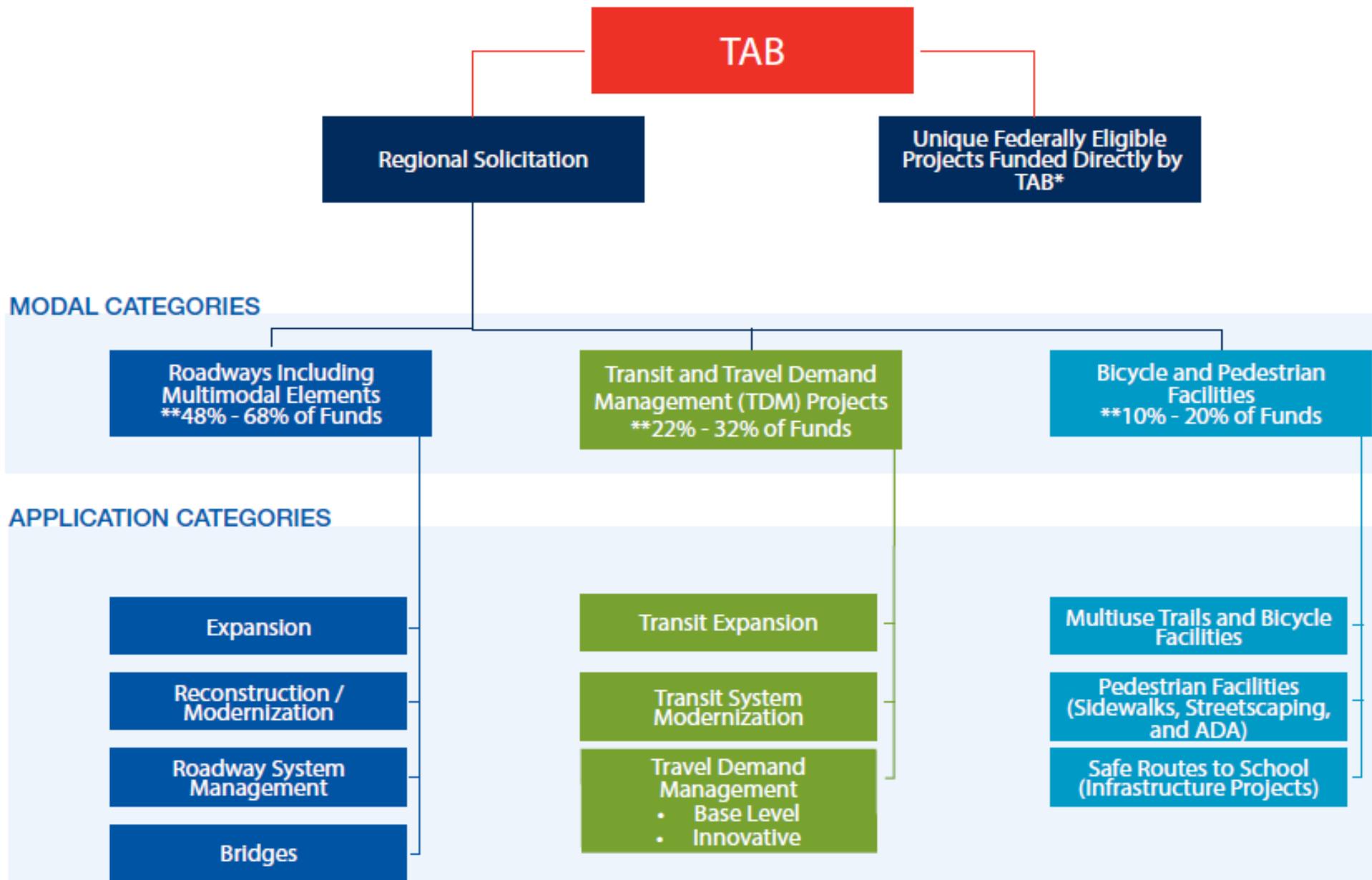
To distribute federal Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality (CMAQ) program funds to a variety of projects that address transportation problems in the region.

- Solicit for project proposals for Fiscal Years 2020 and 2021
- Use a transparent and technically-driven scoring system to select projects

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
- Ineligible Expenses: Costs for studies, preliminary engineering, design, or construction engineering are not eligible

Approved Application Categories



Modal Funding Ranges

	Roadways*	Transit and TDM	Bicycle and Pedestrian Facilities	Total
2016 Solicitation Ranges	48%-68% \$86M-\$122M	22%-32% \$40M-\$58M	10%-20% \$18M-\$36M	100% \$180M

*\$10M-\$15M guaranteed to bridges

There is approximately \$180M of 2020 and 2021 funds, and a limited amount of 2018 and 2019 funds

Federal Funding Award Minimum and Maximum Amounts

Modal Categories	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
	Roadway System Management	\$250,000	\$7,000,000
	Bridge Rehabilitation/ Replacement	\$1,000,000	\$7,000,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$125,000 -\$250,000	\$5,500,000
	Pedestrian Facilities	\$125,000 -\$250,000	\$1,000,000
	Safe Routes to School (Infrastructure Projects)	\$125,000 -\$150,000	\$1,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$300,000
	Transit System Modernization	\$100,000	\$7,000,000

Minimum 20% non-federal match

Roadway Applications

- **Roadway Expansion** – Adds through-lane capacity on Non-Freeway Principal Arterials or A-Minor Arterials (A-Minor Connectors not eligible)
- **Roadway Reconstruction/Modernization** – Does not add through-lane capacity but reconstructs or modernizes roadway
- **System Management** – Intelligent Transportation System (ITS) or similar project to benefit primarily roadway users
- **Bridges** – Rehabilitation or reconstruction of existing bridges serving vehicular traffic

Roadway Projects Funded in 2014

Regional Solicitation

- 29 Projects
 - Roadway Expansion: 10
 - Roadway Reconstruction/Modernization: 8
 - Roadway System Management: 10
 - Bridge: 1
- Federal Contribution:
 - \$2M - \$7M for Expansion, Reconstruction/Modernization, and Bridge
 - \$200,000 - \$2.2M for System Management
- All projects included multimodal elements

Roadway Project Example

East Bush Lake Road I-494 Westbound Entrance Ramp

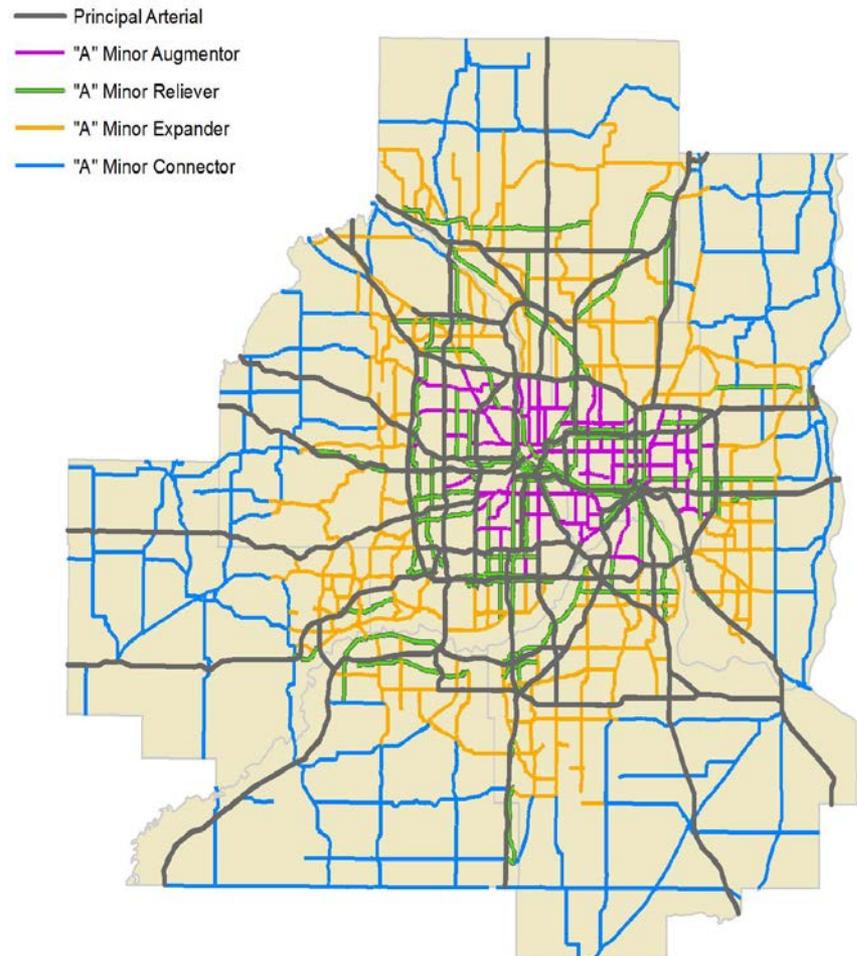
- Applicant: City of Bloomington
- Project Cost: \$15,280,100
- Federal Contribution: \$7,000,000 (54%)

Construction of a new westbound I-494 on-ramp at the existing East Bush Lake Road interchange.

TAB Approved Funding at Least One Project 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)



TAB Approved Changes to Measures

- Adjust measures to help railroad crossing grade-separation projects to be more competitive
- Provide better guidance for how “new roadway” projects respond to measures
- Allow Synchro to be used on more than one intersection to calculate total delay reduced by project

TAB Approved Changes to Include Interchange Request Process

- Modify risk assessment points based on completion of MnDOT/Met Council Interchange Request Process
- Completion of Interchange Request Process will be a qualifying criteria in the 2018 Regional Solicitation

TAB Approved New Cost Effectiveness Criteria and Measure

- Add 100 points for the Cost Effectiveness Criteria to all 10 application categories; total possible points increases from 1,000 to 1,100
- Cost Effectiveness measure language:
Total TAB-eligible project cost, excluding the cost of noise walls ÷ total points
(project cost per point scored)



Transit & Transportation Demand Management (TDM)

- **Transit Expansion** – Provides new or expanded transit service or facilities.
- **Transit System 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.
 - Note that TDM Projects in the 2016 Solicitation will be for 2018 and 2019

Transit Projects Funded in 2014

Regional Solicitation

- 5 Projects
 - 4 Expansion and 1 Modernization
 - 2 Transit station / park-and-ride lot
 - 3 Arterial bus rapid transit projects
- Applicants:
 - Metro Transit
 - MVTA
 - SouthWest Transit
 - City of St. Louis Park

TDM Projects Funded in 2015

Regional Solicitation

- 8 Projects
 - Funded a variety of projects including bikesharing, telework programs, and shuttle service from transit to larger employers
- Applicants:
 - Nice Ride
 - St. Paul Smart Trips
 - University of Minnesota
 - Carver and Anoka Counties

Transit Project Example

Apple Valley Transit Station Expansion

- Applicant: Minnesota Valley Transit Authority
- Project Cost: \$6,610,000
- Federal Contribution: \$5,288,000 (80%)

Two-level expansion of the existing Apple Valley Transit Station Park & Ride structure.

TAB-Approved Changes for Transit

- Provision to attach letters from employer/education institutions committing to provide last-mile service
- Focus Transit Expansion Usage criterion on new riders
- Focus Transit Modernization Usage criterion on existing riders



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 2014

Regional Solicitation

- 17 Projects
 - Multiuse Trails and Bicycle Facilities: 11 (\$320,000-\$5.5M)
 - Pedestrian Facilities: 3 (\$640,000-1M)
 - Safe Routes to School: 3 (\$200,000-\$750,000)
- Applicants:
 - County: 5
 - City: 9
 - Park District: 1
 - State Agency: 2

Bike/Ped Project Example

Margaret St. Bicycle Boulevard & McKnight Trail

- Applicant: City of St. Paul
- Project Cost: \$1,564,437
- Federal Contribution: \$1,251,549 (80%)

Construction of a bicycle boulevard and off-street path from Minnehaha Avenue to Hudson Road.

Preparing the Application

- Think about the application timelines and any approvals by your elected officials or coordination with other agencies.
- What fieldwork is required for your application (roadway projects only)?
- How will you prepare the application(s)?
 - In-house staff
 - Collaboration with other agency
 - Consultant

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 and Programming Committee.

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

Application Evaluation

- Projects in each category are evaluated and scored by teams of volunteer technical professionals from various agencies.
- Each scorer uses consistent methodology to score one or two criterion 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
- Geographic balance also considered

Unique Projects

- Projects that are federally eligible, but do not fit into the 10 existing application categories.
- Submissions for unique projects for 2017 funding must be submitted to TAB Coordinator Elaine Koutsoukos by June 8.
- Submissions for unique projects for funding in 2018-2021 must be made by July 15.

Unique Projects

To submit an application for a unique project, include the following information in two pages or less:

- Project description and discussion of regional benefits
- Substantiation that the project is federally eligible
- Reasons why the project is not competitive against other projects in any of the 10 existing application categories
- Preferred year of funding
- Project budget and amount of federal funding requested
(Note: a minimum of a 20% local non-federal match is required)

Regional Solicitation Schedule

- May 18: Application Released
- Late May/Early June: Online Application Training Sessions
- July 7, 4 P.M.: Online System Registration Deadline
- July 15, 4 P.M.: Applications Due
- January 18, 2017: TAB Approves Funding Recommendations for Projects in 2020 and 2021

Timeline when the Met Council is the Direct Recipient

- Applies to transit and TDM projects.
- Funds are not available until October of 2020 for projects that are selected to receive funds in 2020.
- For transit projects that include a bus purchase and want to begin service in 2022, applicants should select 2020 or 2021 as their program year.
- Contact Grants Specialist Heather Johnson @ 651-602-1765 or Heather.Johnson@metc.state.mn.us with questions.
- Contact Theresa Cain at 612-349-7538 with TDM questions.

Questions

Steve Peterson, Planning Analyst

651-602-1819

Steven.Peterson@metc.state.mn.us

Elaine Koutsoukos, TAB Coordinator

651-602-1717

Elaine.Koutsoukos@metc.state.mn.us

Joe Barbeau, Senior Planner

651-602-1705

joseph.barbeau@metc.state.mn.us