SRF No. 8001

TECHNICAL MEMORANDUM #1

TO: Transportation Advisory Board
Kevin Roggenbuck, Transportation Coordinator

FROM: Marie Cote, PE, Principal
Charleen Zimmer, AICP, President of Zan Associates
Steve Peterson, AICP, Associate Planner

DATE: April 24, 2013

SUBJECT: TECHNICAL MEMORANDUM #1 FOR THE REGIONAL SOLICITATION EVALUATION

1. INTRODUCTION

This document is Technical Memorandum #1 for the Regional Solicitation Evaluation being led by the Metropolitan Council. This is the first of five technical memorandums that will be written as part of this project. The fifth document will serve as the evaluation's final report.

This first technical memorandum summarizes the process used to select projects, how regional policy has and continues to influence the criteria, and the rationale behind changes to the solicitation over the years. The technical memorandum concludes with an analysis of the results of the Regional Solicitation over the last five solicitation cycles (2003, 2005, 2007, 2009, and 2011).

The Regional Solicitation process has been in place since 1993. Its main objective is to help advance regional policies and priorities through the allocation of federal transportation funds to a variety of locally-initiated projects that address transportation needs. A foundational value of the Regional Solicitation is that projects are selected in an objective, data-driven, transparent and performance-based manner.

The federal funds have been distributed from four major federal programs: Surface Transportation Program (STP) – Urban Guarantee, Congestion Mitigation and Air Quality (CMAQ), Bridge Improvement/Replacement, and Transportation Enhancement (TE). Since 1993 and approximately every two years thereafter, the Transportation Advisory Board (TAB), with the assistance of its Technical Advisory Committee (TAC), solicits, evaluates, ranks, and recommends projects in those four categories for inclusion in the region's Transportation Improvement Program (TIP).

2. PROCESS USED TO SELECT PROJECTS

The process to complete a full Regional Solicitation cycle takes approximately 21 months. As the solicitation comes out every two years, individuals involved with the process only have three months off after awarding projects before they begin reviewing the process and criteria for the next funding cycle. The four-step process shown in Table 1 and the detailed schedule shown in Appendix A use dates corresponding to the last solicitation (2011) for illustration purposes. In order to show a typical process, the schedule does not account for the delay in the submittal deadline that was caused by the 2011 Minnesota State Government Shutdown.

Table 1: Regional Solicitation Four-Step Process

Step 1: Criteria and Process Review (May 2010 to April 2011)	Step 2: Solicitation for Projects (April 2011 to July 2011)	Step 3: Qualifying and Scoring (July 2011 to Oct. 2011)	Step 4: Award of Funds (Oct. 2011 to Jan. 2012)
Begins after the projects are selected. Staff compiles list of comments from applicants, reviewers, committees, staff, and agencies. and forwards to the TAC Funding & Programming Committee. Staff also reviews and makes changes in response to federal guidance and regional policy. TAB Programming Committee also takes up discussion of policy issues. TAC Funding & Programming Committee discusses each issue and recommends changes. Refers additional policy issues to the TAB Programming Committee. New draft solicitation package is prepared jointly by TAC and TAB with Council input. TAB adopts it for the purpose of holding a public meeting and puts it up on the Council's website. Invitations are emailed to cities, counties and other likely applicants. TAB holds a public meeting to present the draft Regional Solicitation package, including the recommended changes, to get reaction and comments from the public. The public comment period remains open for several days. Staff compiles all comments and prepares responses that are sent to the TAC Funding & Programming Committee for discussion and possible revisions. The revised draft solicitation package goes through the TAC/TAB process and is adopted by the TAB. The Met Council concurs.	Begins after the solicitation package is adopted by TAB. The final solicitation document is put on the Met Council website. Announcements are emailed to cities, counties and other likely applicants. Notices are also posted in all Metropolitan Council publications. TAB hosts an open house on the criteria and process to answer questions and coach the applicants. During the time period before applications are due, staff answers phone calls and emails from applicants with additional questions. The TAC Funding & Programming Committee organizes project review groups to score the applications. Each group is chaired by a member of the TAC Funding & Programming Committee or full TAC and generally has eight members with technical and policy expertise in transportation planning or engineering, air quality evaluation, transit service planning, land use and environmental planning. STP, CMAQ, TE and BIR project applications are due. Staff logs in all the applications in their proper category and distributes them to the review groups. Staff also prepares spreadsheets for the project review groups.	Begins after applications are logged in. Staff reviews the responses to the qualifying criteria for all applications and discusses any responses that may not meet the qualifying criteria. Staff writes a memo to the TAC Funding & Programming Committee detailing each issue. Each applicant is informed of the issues and is invited to the meeting. TAC Funding & Programming Committee discusses each qualifying issue with the applicant and votes on whether the application qualifies. Staff informs each applicant of the committee's decision. Project review groups meet for the first time. Staff goes over the scoring procedure and they select a criterion to score. Project reviewers score the criteria on their own time. Project review groups meet again and report their scores, describe their scoring methodology and discuss any questions or issues. Staff acts as a referee to ensure the scoring is fair and objective, and records the scores. Projects in each category are ranked by total score and are endorsed as a group recommendation. Staff notifies all applicants that the scoring is complete and refers them to the Met Council website showing the ranked lists of projects. Applicants are reminded that they can request further review of the individual criteria scores given to their project.	Begins after applications have been scored. TAC holds a public meeting where applicants can request staff to review scores for their application. Staff reviews the re-scoring requests and reports to the TAC Funding and Programming Committee. The committee adjusts the scores and ranked order of the projects if necessary. The TAC Funding & Programming Committee uses the revised ranked list of projects to develop funding options. The options are forwarded to the TAC, who forwards them to the TAB. The TAB Programming Committee reviews the funding options and either recommends adopting one or creates another. The committee forwards their recommendation to the full TAB. The full TAB either adopts the option or creates another one. TAB directs staff to put the selected projects in the draft 2013-2016 TIP. All applicants are notified of the TAB's decision and the information is put on the Council's website. The 2013-2016 TIP is developed and approved through the TAB/Met Council process. Agencies that were awarded funds are notified when the 2013-2016 TIP/STIP is approved by the US DOT.

The four main steps in each Regional Solicitation cycle include the following:

1. Criteria and process review (May 2010-April 2011)
2. Solicitation for projects (April 2011 to July 2011)
3. Qualifying and scoring (July 2011 to October 2011)
4. Award of funds (October 2011 to January 2012)

3. HISTORY AND EVOLUTION OF THE REGIONAL SOLICITATION PROCESS

As detailed in the four-step process, considerable time and effort is put into revising the Regional Solicitation packet each funding cycle. These changes are based on feedback from applicants, TAC and TAB members, the public, scorers and changes to regional transportation policy. Table 2 displays many of the major criteria changes. The table is organized by topic area, such as consistency with regional policy or minimum and maximum funding amounts. The solicitation year the change went into effect is also listed.

Some of the topic areas of changes include:

1. Consistency with regional policies
2. Criteria fine tuning
3. Local plan implementation
4. Structure of the STP roadway categories and improvement types
5. Intermodal and multimodal
6. Transparency
7. Land use and housing link to transportation
8. Innovation
9. Minimum and maximum funding levels
10. Refining and focusing regional investments
11. Solicitation process

Table 2: Evolution of the Regional Solicitation Process

Year in Effect	Topic Area	Criterion Change
1997	**Consistency with Regional Policies**	The Principal Arterial group recommended referencing the policies and objectives in the TPP and the most recent Transit Capital Plan in future solicitations.
		The "A" Minor Expander group recommended changing it to read "in a transition area at the time the application is submitted." They also recommended adding a definition of transition area.
		The 1997 Regional Solicitation added language that required the applicants provide a quantifiable response to show consistency with the region's 1996 Transit Redesign; the region's action plan to ensure long term viability of the transit system within existing financial constraints. Examples of subarea or corridor studies adopted by the region were provided.
1999		Added a new criterion in all three categories related to the implementation of the region's Development Plan. In the STP and CMAQ categories, the new criterion was called "Regional Blueprint Implementation" and in Transportation Enhancements it was called "Integration of Land Use and Transportation". The purpose of the criterion was to measure how the project supported or enhanced development that furthers the concepts and priorities for land use in the Regional Blueprint.
		The 1999 Regional Solicitation included a Transit Capital category where projects that could be funded with STP, CMAQ, or Regional Transit Capital (RTC) bond funds. The category allowed applicants to submit preservation projects as well as transit expansion projects. The category also allowed applicants to request RTC bond funds to match the federal funds requested in this category or to match federal projects previously awarded. The purpose was to fund needed transit preservation projects and to match the RTC funds with the federal projects. The Met Council would use the results of the solicitation to request RTC bond funds from the state legislature. TAB received 128 Preservation applications for things like bus transmissions, photo copiers, shop tools and whole buses.
2001		The Regional Transit Capital category was eliminated from the 2001 draft package. A number of problems and difficulties arose during the 1999 solicitation. It was decided by TAC and TAB that essential preservation projects such as needed bus replacements should not be subject to the competitive TEA-21 process. Transit capital expansion projects were still included in the 2001 solicitation. In addition, a subcommittee of the TAC Funding and Programming Committee was formed to review the transit cost effectiveness criteria in the solicitation.
		The Integration of Land Use and Transportation criteria and Integration of Modes criteria were revised to be subsections of criteria under a larger Blueprint Implementation category in most of the funding categories (along with the affordable housing criteria). Each section was designed to address the integration issues that relate specifically to the types of projects applied for under the funding category. Examples were given to help clarify how applicants should respond.
2005		The CMAQ Transit Expansion category was revised to include Corridor Priority and Location Suitability and Market Area Demand. These elements were part of the Metropolitan Council's transit planning methodologies.
2009		TAB added the "Streetscapes" category to the Transportation Enhancement Program to provide a source of funds for urban pedestrian improvements along the line of Complete Streets.

Table 2 Continued: Evolution of the Regional Solicitation Process

Year in Effect	Topic Area	Criterion Change
2011	**Consistency with Regional Policies Continued**	"A" Minor Augmenter projects in the oldest parts of the region could not score competitively in congestion reduction or access management, so the number of projects submitted did not reflect the demand to reconstruct aging arterials in the core cities. The TAB added a new criterion: Roadway Age and Condition.
		The "A" Minor Connector criteria were revised to include an "integration of modes" criterion for projects in rural town centers where more biking and walking occurs.
		The qualifying criteria for STP "A" Minor Arterials and Non-Freeway Principal Arterials was changed to clearly state that the funding of new or reconstructed interchanges is conditional upon the successful completion of the Highway Interchange Requests Procedures described in Appendix E of the TPP.
		The Development Framework criteria were revised to remove the Natural Resource Protection criterion because this is a requirement in project development and the actual mitigation measures are not known until the project sponsor gets into preliminary design and environmental studies.
		The Development Framework criteria were revised to only ask the following question about Development Framework Planning Area Objectives: "How does the project support the 2030 local land use plan in the project area?"
		Development Framework and Access Management criteria were removed from the CMAQ System Management category because these projects did not affect land use or access management.
2001	**Example of Criteria Fine Tuning**	STP Bikeway/Walkway: The 2001 solicitation clarified the eligibility of skyways under this category. Skyways that connect two private buildings are not eligible. A skyway must be open to the public during the same hours as the system of skyways to which the proposed project is to be linked.
1997	**Local Plan Implementation**	The Transportation Enhancement prioritizing criteria were revised to give higher priority to projects that fill missing links on existing facilities rather than planned ones. Applicants were required to indicate on a map if the proposed project fits in with other projects that are built, funded, programmed, or planned.
1997 and 2003	**Structure of the STP Roadway Categories**	Comments were received from stakeholders about restructuring the process around improvement types (e.g., preservation, management, and expansion), rather than functional classification and mode. This was recommended for further discussion by the Funding & Programming Committee meeting. The committee discussed how MnDOT spends money on preservation of the trunk highway system, and decided that re-writing the solicitation criteria would be difficult.
1997	**Intermodal and Multimodal**	The "A" Minor Reliever criteria were revised to ask whether public transit service was provided (including average daily ridership) on the Reliever route because public transit service should be part of the determination of how well a Minor Arterial can relieve a nearby Principal Arterial.
2011		The Integration of Modes criterion for the STP "A" Minor and Non-Freeway Principal Arterials was changed to evaluate whether bike/pedestrian elements connect to a larger system (existing and planned) and whether transit elements contribute to increased ridership. The purpose was to be more discerning in grading the bike/pedestrian elements because some are more beneficial than others.
		The CMAQ Transit Expansion Category was made into a more robust and important criterion. The revised category required applicants to describe how the proposed transit facility or service would be accessible by other modes and whether the project included elements to improve access by other modes. Priority was given to projects that are well-connected to non-motorized facilities.

Table 2 Continued: Evolution of the Regional Solicitation Process

Year in Effect	Topic Area	Criterion Change
1999	**Transparency**	The TAB adopted a new step in the solicitation process after staff reviewed the qualifying criteria. The Funding & Programming Committee invited all disqualified applicants to the meeting to plead their case or answer questions. The purpose of doing this was because members of the committee have an opportunity to defend a project in their jurisdiction at the meeting while others do not.
2001		The TAB added another step in the solicitation process by adding a formal process where applicants can request the TAC and Met Council staff to review the score assigned to their project. The decision whether to revise the score is made by the TAC Funding & Programming Committee in an open, public meeting.
1997	**Land Use and Housing Link to Transportation**	The 1997 solicitation package included a 75-point Livable Communities Program Bonus addressing how the proposed project implements the Metropolitan Council's Regional Growth Strategy. This criterion was carried forward through all subsequent solicitations in different forms and increased point value.
1999		The TAB and the Met Council introduced a supplemental source of transportation funds to promote and demonstrate the implementation of the Council's Livable Communities Program goals. Many project sponsors may be eligible to receive additional funding for projects that are consistent with these goals.
1999		Revised life cycle housing criteria for all nine categories, including Appendix T.
2001		At the request of the Metropolitan Council and affordable housing advocates, the affordable housing performance score was added to the Regional Solicitation criteria in 2001. The purpose was to better align affordable housing needs with the Met Council's discretionary funding decisions and to provide an incentive for cities to produce and preserve more affordable housing. Each proposed project is assigned points based on the city or county submitting the application, or based on geographic location.
		TAB included the TEA-21 Affordable Housing Enhancement Demonstration (AHED) program. The TAB set aside $3.0 million to fund transportation enhancements to development or redevelopment of mixed income, compact, walkable, and transit-friendly communities with affordable housing. Staff from Metro Transit and the Metropolitan Council's Transportation and Community Services divisions developed criteria and administered the solicitation.
		The Integration of Land Use and Transportation criteria and Integration of Modes criteria, which in the previous solicitation appeared independently and sometimes sporadically, are now subsections of criteria under a larger Blueprint Implementation category in most of the funding categories (along with the affordable housing criteria). Each section is designed to address the integration issues that relate specifically to the types of projects applied for under the funding category. Examples are given to help clarify how applicants should respond.
2005		Addition of the Transportation Investments for Planned Economic Development Districts (TIPEDD) program process, guidelines, and application form.

Table 2 Continued: Evolution of the Regional Solicitation Process

Year in Effect	Topic Area	Criterion Change
1997	**Innovation**	The TAC Funding & Programming Committee felt the "Innovation" criterion had lost its value and recommended eliminating it. The Transit group also recommended eliminating the criterion, but added language in criterion B. *(Special generator service)* that encourages innovation. The CMAQ group thought it was too vague and the TAC Funding & Programming Committee thought it was too difficult to score. TAB decided to drop the "Innovation" criterion.
2007		The regional Travel Demand Management programs have been funded through the Regional Solicitation for many years. In the 2003 solicitation, the regional programs submitted one combined CMAQ application for funding all of the programs (e.g., Metro Transit Commuter Services, downtown Transportation Management Organizations, I-494 Corridor Commission, etc.). The application ranked second of only two projects submitted in the CMAQ TDM/TSM subcategory, and was selected by the TAB. Because there was little competition in this category and the region has made a commitment to these programs, the TAB decided to remove TDM from the competitive solicitation process and instead directly allocate the maximum CMAQ amount to Metro Transit for distribution to the other Transportation Management Organizations. A study was completed in 2010 that recommended a program-level review of TDM activities to determine which programs should be funded.
		The TAB voted to allocate $500,000 in CMAQ funds to the Minnesota Pollution Control Agency for a diesel engine retrofit project. The MPCA added crankcase filters and smokestack filters to almost 100 publicly-owned, heavy duty diesel trucks
2011		The TAB voted to allocate $500,000 to the Minnesota Pollution Control Agency to install electric vehicle recharging stations in the metro area.
2001	**Minimum and Maximum Funding Levels**	Due primarily to cost inflation and the need to make project applicants' efforts worth their while, the TAB made the following changes: • The minimum total project cost for all STP categories rose from $250,000 to $500,000 • The minimum total project cost for CMAQ projects rose from $50,000 to $150,000 • The maximum federal share for Transportation Enhancements rose from $700,000 to $1,000,000
2007		The maximum amount of CMAQ funds awarded to Travel Demand Management programs and Transit Expansion projects increased to $7.0 million. The maximum amount of STP funds awarded to "A" Minor Arterial Reliever, Expander, Augmenter projects, and Non-Freeway Principal Arterial projects rose to $7.0 million.
		Added an assumed amount of inflation to the selected projects in 2007 when placed in the draft TIP. Prior to this, projects were programmed at the amount requested in the application and adjusted for inflation with each TIP development cycle.
2011		The minimum total cost of a CMAQ System Management project was reduced to $100,000 to encourage low-cost, high benefit traffic signal retiming projects that did not require expensive hardware.

Table 2 Continued: Evolution of the Regional Solicitation Process

Year in Effect	Topic Area	Criterion Change
2003	**Refining and Focusing Regional Investments**	TAB developed a CMAQ category for transportation system management projects.
2005		For the 2005 Regional Solicitation, the TAB expanded the eligibility of CMAQ Transit Expansion projects to include the concept of transitways – light rail lines, busways (later called Bus Rapid Transit) or commuter rail. The change was subtle and included the caveat that the TAB will fund only one transit expansion capital facility project per transitway, per solicitation. The prioritizing criteria included references to the corridor investment priorities and transitway corridors defined in the 2030 TPP.
2007		For the 2007 solicitation, the TAB ended the ability of applicants to submit more than one application for the same project, in different "A" Minor Arterial categories. The "A" Minor Arterial map was re-adopted showing only one designation for each "A" Minor Arterial. The purpose was twofold: it prevented applicants from cherry-picking an "A" Minor category with less competition and it helped ensure the roadway improvement was appropriate for the Council's designated land use.
2007		TAB revised the STP General Policies to include a provision that it will not fund more two "A" Minor Arterial projects that are within 3.5 miles of each other; or two Non-Freeway Principal Arterial projects that are within 7 miles of each other.
2001	**Solicitation Process**	TAB revised its development schedule to include a public meeting on the draft Regional Solicitation package to collect public comment and recommendations from stakeholders.
2009		The application materials were made available through an FTP site where applicants could download the forms, fill them out, and submit them electronically.

While there is constant fine tuning and improvement of the Regional Solicitation for each cycle, there are also many key elements that have remained the same over the past 20 years. This consistency has given project applicants a degree of certainty regarding project eligibility. This has helped applicants identify and plan for projects that are strong candidates for future federal funding.

Some of these policies that have stayed consistent include:

1. The recommendations from the technical committees and decision by TAB to award the funds are both made in open, public meetings that are advertised for in advance of the meetings, and follow the ranked list of projects without skipping over any projects.
2. The TAB hosts a workshop for prospective applicants to explain the process, describe major changes from the previous solicitation, and answer questions.
3. Qualifying criteria, including:
    - Projects must demonstrate consistency with the Regional Development Framework and the Transportation Policy Plan.
    - Projects must be included in or address a problem in the applicant's transportation plan or capital improvement program.
    - Prohibits use of federal funds for design, engineering, studies, and similar non-construction, project development costs.
    - Prohibits use of federal funds for right-of-way acquisition for "A" Minor Arterial and Non-Freeway Principal Arterials.
    - Requires "A" Minor Arterial Expander projects be within or substantially within the Metropolitan Urban Services Area (MUSA) appropriate planning area.

4. Include prioritizing criteria for "A" Minor Arterial and Non-Freeway Principal Arterials which:
    - Measures a project's benefits in reducing automobile emissions/improving air quality, reducing crashes/improving safety and reducing congestion/increasing person throughput; and measures the cost effectiveness of each of those three benefits.
    - Includes the extent to which the project is integrated with other modes.
    - Asks the number of years since the Non-Freeway Principal Arterial facility was constructed or reconstructed, (i.e., age and condition of the facility).

4. THE INFLUENCE OF REGIONAL POLICY ON THE REGIONAL SOLICITATION

The following sections review the influence of policies set by the Metropolitan Council, the federal government, and MnDOT on the Regional Solicitation.

Current Regional Policy

The Metropolitan Council's 2030 Transportation Policy Plan (TPP), which was adopted in 2010, is the primary source of current regional transportation policy for the Twin Cities Metropolitan Area.

2030 Transportation Policy Plan (2010)[1]

Major themes of the TPP include congestion management and mobility on Non-Freeway Principal Arterial and "A" Minor Arterial systems, transit, multimodal options, and innovation/technology. Policy 2 (Prioritizing for Regional Transportation Investments) of the TPP gives funding guidance by travel mode, including the following:

Highway System Investments

- #1 Priority: preservation, operations, and maintenance
- #2 Priority: management of the system
- #3 Priority: expansion that optimizes the performance of the system

Transit Capital and Operating Investments

- #1 Priority: preservation, operations, and maintenance of the existing transit system
- #2 Priority: regional transit capital and operating investments to expand the local and express bus system and develop a network of rail and bus transitways

Bicycle and Pedestrian Investments

- The Metropolitan Council will encourage roadway and transit investments to include provisions for bicycle and pedestrian travel
- Funding priority for stand-alone bicycle and pedestrian improvements will be based on their ability to accomplish regional transportation objectives such as providing direct connections to high-service transit facilities, enhancing safety, and improving access to major destinations

Multimodal Investments

- Funding priority should be given to projects that encourage multimodal investments

[1] A more complete overview of the regional policy described in the 2030 Transportation Policy Plan will be included in Technical Memorandum #3.

In addition, the TPP identifies five key objectives to mitigate congestion, improve performance, and preserve high levels of regional mobility:

1. Increase the people-moving throughput of the system (e.g., transit and non-freeway trunk highway investments)
2. Manage and optimize the existing system to the greatest extent possible (e.g., Active Traffic Management)
3. Manage future demand (e.g., Travel Demand Management strategies)
4. Increase trip reliability (e.g., managed lanes)
5. Minimize travel time (e.g., lower-cost/high benefit and strategic capacity expansion)

In order to achieve the above objectives, this plan recommends emphasizing a system-wide management approach. This new approach, applicable not only to the Metropolitan Highway System but also to the Regional Highway System, which includes the "A" Minor Arterials because of their important role in carrying regional trips, includes the following strategies for mobility improvements:

1. Implement an Active Traffic Management (ATM) program on a system-wide basis.
2. Construct lower-cost/high-benefit highway improvements on a system-wide basis to improve traffic flow by removing bottlenecks, improving geometric design, and minimizing safety hazards on the Regional Highway System.
3. Develop a system of managed lanes to move more people, more reliably and provide more capacity within existing right-of-way, while providing greater speed and reliability for transit. The development of a managed lanes system also benefits freight and people movement in the adjacent general purpose lanes.
4. Implement strategic capacity expansion in the form of general purpose lanes.
5. Implement non-freeway trunk highway improvements consistent with the investments above.
6. Support other strategies including Travel Demand Management (TDM), transit investments, and land use changes, to reduce future demand on the Metropolitan Highway System.

Current Federal Guidance

The most recent solicitation projects were selected based on the latest extension of SAFETEA LU. From this point on, we are using the Moving Ahead for Progress in the 21st Century (MAP-21) Act is the primary source of federal guidance for regional transportation policy in the Twin Cities Metropolitan Area.

MAP-21

The new federal surface transportation bill, MAP-21, was signed into law on July 6, 2012. It authorized approximately $52 billion per year in federal funding for transportation projects through 2014, and introduced several key changes to how this funding would be apportioned to states.

MAP-21 brings increased emphasis on the National Highway System via the National Highway Performance Program (NHPP), and strengthens the role of performance measures. This emphasis will impact how the Metropolitan Council and MnDOT program funds as the two are required to work together to develop measures, targets, and plans for the Twin Cities Metropolitan Area.

MAP-21 also brings significant program consolidation and shifts funding between programs. Changes are expected in all major programs that constitute the Regional Solicitation. While funding levels will stay almost the same, changes in project eligibility and in performance-based planning requirements will have lasting effect. In particular:

1. The STP apportionment for FY 2013 has decreased from SAFETEA-LU levels. However, states are allowed to transfer up to half of their NHPP funding to the STP as they deem necessary. The funding formula for STP also changed. Previously, 62.5 percent of funds were apportioned based on population and 37.5 percent were apportioned statewide. Now these funds are programmed at 50 percent to Area Transportation Partnerships (including MPOs) based on population and 50 percent statewide.
2. The CMAQ apportionment comes with a stronger emphasis on mode shift and mobility, and requires the Metropolitan Council to develop a biennial CMAQ plan.
3. The TE category has been replaced by Transportation Alternatives (TA), which now comprises Transportation Enhancements, Safe Routes to Schools, and Recreational Trails. The overall level of funding for the TA pool of programs is less than under SAFETEA-LU; funds will be distributed to the Area Transportation Partnerships and TA projects will be funded through a competitive process.
4. The Bridge Improvement/Replacement Program has been rolled into the NHPP and the STP for bridge projects that occur on the NHS and other Federal-Aid roads.

Fact sheets for the STP, CMAQ and TA programs are included in Appendix B.

Table 3 shows a comparison of the Regional Solicitation target funding levels for program years 2015 and 2016 in the 2011 solicitation under SAFETEA-LU and the estimated funding levels for program years 2017 and 2018 in the next regional solicitation under MAP-21.

Table 3: Comparison of Regional Solicitation Funding Levels ($ millions)

SAFETEA-LU	FY2011 Funding *	MAP-21	FY2014 Funding *
Surface Transportation Program	$85.8	Surface Transportation Program	$81.6
Congestion Mitigation and Air Quality	$49.7	Congestion Mitigation and Air Quality	$54.2
Transportation Enhancements	$15.9	Transportation Alternatives	$14.2
Bridge Improvement and Replacement Program	$10.0	--	$0.0
Total	$161.4	Total	$150.0

* Funding amounts cover two program years

Secondary Regional Policy Guidance

A number of other current documents provide guidance and/or recommendations that should be considered as part of this process.

Technical Advisory Committee's (TAC) New Program Year Policy Recommendations (2012)

A Federal Program Delivery Work Group identified issues with program delivery on federally-funded projects where only 35 percent of selected Regional Solicitation projects were delivered in their original program year. The sunset date regional policy allowed projects an automatic extension of their program year to March 31st of the next year. With the passage of MAP-21, funding is tied to meeting specific performance targets, thus making it more difficult to shift funds from year to year if a project misses its program year.

The new Regional Program Year Policy is an attempt to improve project implementation by requiring projects to be authorized in the selected program year, eliminating the opportunity to automatically postpone to the next year (i.e., the sunset year policy). It also sets forth a process for applying for an extension of the program year.

The Federal Program Delivery Work Group also made the following recommendations related to the Regional Solicitation process:

1. Provide regular project and program monitoring and reporting
    - State Aid should provide a project tracking report on program year projects to the TAC Funding and Programming Committee in January, April, and October each year.
    - This report should include relevant project data and status, based on reports provided for ARRA.
    - Performance measure reporting could be included in the future.
2. The region should investigate the possibility of shifting federal funds from regionally selected smaller projects to larger projects with over-matched federal funds, based on examples from throughout the state.
3. Future project solicitations should consider project types and complexity related to project delivery.
4. The state and region should review roles and responsibilities of managing the program in light of changes with MAP-21. The region will need to assume a larger role in managing its program to ensure timely project delivery.

"A" Minor Arterial System Evaluation (2012)

The purpose of the Metropolitan Council's "A" Minor Arterial System Evaluation Study was to evaluate if the Twin Cities Metropolitan Area's "A" Minor Arterial system has and continues to successfully supplement the Principal Arterial system. The study considered if the original purpose of the "A" Minor Arterial system aligns with regional policy in 2012; examined the system's funding (federal, state, and local) to identify the role of federal funding; and sought to identify the changes needed to make the "A" Minor Arterial system, its purpose, and regional policies more consistent.

According to the study, the "A" Minor Arterial system has successfully supplemented the Principal Arterial system. The system's original purpose continues to align with current regional policy and federal funding, including monies awarded through the Regional Solicitation, and plays a small but important part in developing and enhancing the system. The study's conclusions and recommendations identify the changes needed to allow the "A" Minor Arterial system to continue to fulfill this important regional role.

Some of the key findings and recommendations (followed by specific data) that relate to the current study effort include:

1. Finding: The "A" Minor Arterial system has and continues to successfully supplement the Principal Arterial system.
   Recommendation: The Metropolitan Council and TAB should continue to recognize the importance of the "A" Minor Arterial system and its strong connection to regional goals and policy and clarify its purpose in policy.
   - Principal Arterials and "A" Minor Arterials make up less than 25 percent of the region's lane-miles, but carry nearly 75 percent of the vehicle-miles traveled (VMT) in 2010.
   - Principal Arterials and "A" Minor Arterials carry 53 percent of the region's bus-miles travelled (BMT).
   - The "A" Minor Arterial system aligns with regional goals and policies.
   - Thrive MSP 2040 should define the Regional Highway System and future updates of the Transportation Policy Plan should more fully explain the purpose of the "A" Minor Arterial system and more clearly articulate the difference between "A" and "B" Minor Arterials.

2. Finding: The four types of "A" Minor Arterials have allowed the region to build the system sensitive to established policy and physical context.
   Recommendation: The Metropolitan Council and TAB should maintain four types of "A" Minor Arterials and update their definitions in policy, including revisiting the definition of Developed and Developing areas as part of Thrive MSP 2040 and updating the "A" Minor Arterial definitions as part of the 2014 update of the Transportation Policy Plan.
   - Each type of "A" Minor Arterial is generally aligned with its physical context and intended regional development planning area.
   - The network is well distributed throughout the seven-county Twin Cities Metropolitan Area.
   - The four types of "A" Minor Arterials are well understood by regional partners.
   - Augmenter and Expander definitions should be reviewed to consider development changes since the types were defined in the early 1990s.

3. Finding: Consistent with federal policy, regional policy, and agency priority, Principal Arterials are MnDOT's investment priority and as a result it is investing significantly less in "A" Minor Arterials when compared to the seven counties. At the same time, the *Transportation Policy Plan* directs several "A" Minor implementation strategies toward MnDOT only.
   Recommendation: The Metropolitan Council and TAB should complete further analysis of this investment imbalance and develop as part of the next update of the Transportation Policy Plan policies and strategies for building, managing and improving all of the Regional Highway System.

- Counties spend twice as much as MnDOT on "A" Minor Arterials per lane-mile.
- MnDOT and the Counties are investing capital resources consistent with regional policy and agency priorities.
- MnDOT owns 20 percent of the region's "A" Minor Arterials.

4. Finding: Federal funds are a small but important part of the capital funding used to improve the "A" Minor Arterial system.
   Recommendation: The Metropolitan Council and TAB should continue directing federal funds through the Regional Solicitation process to the "A" Minor Arterial system.
   - Approximately 14 percent of "A" Minor Arterial capital funding comes from the Regional Solicitation Process; another six percent comes from other federal sources.
   - Regional solicitation funding is important and competition for it is aggressive.
   - Eighty percent of "A" Minor Arterial capital funds come from state and local sources.
   - In addition to capital investments, state and local agencies also make considerable investments in planning and engineering activities.
   - Travel on the "A" Minor Arterial system increased 11.8 million vehicle miles per day from 1999-2010.
   - The "A" Minor Arterial system saw a 30 percent reduction in the total number of crashes from 1995-2010.
   - The reduction in fatal and serious injury crashes from 1995-2010 has been even more dramatic with a 69 percent decrease on "A" Minor Arterials.
   - Based on a national peer review, the study found using functional classification to target investments is innovative and important to delivering key improvements.

5. Finding: The Regional Solicitation's use of the four types of "A" Minor Arterials has done a good job of allocating federal funding in proportion to use.
   Recommendation: The TAB should continue to use the four types of "A" Minor Arterials to help target federal funding to different parts of the Regional Highway System. Allocation of federal funding among the Regional solicitation categories should be based on available data such as vehicle-miles traveled, average daily traffic, bus miles traveled, person throughput, and freight use.
   - Federal funding has been allocated to elements of the "A" Minor Arterial system in proportion to their use in 2010.

6. Finding: MAP-21, regional policy emphasizing lower cost/high benefit projects, rising construction costs, fewer staff resources, changing technology, and other factors contribute to a need to review the Regional Solicitation.
   Recommendation: As part of the upcoming Regional Solicitation Evaluation, the TAB and TAC should:
   i. Continue to evaluate MAP-21 to identify the implications of the legislation on federal funding for the "A" Minor Arterial system and on the Regional Solicitation Process.

ii. Examine the effect of increasing the number of points awarded to projects for cost effectiveness.
   - Cost-effectiveness and allocating dollars toward performance issues are underlying themes in the 2030 TPP and MAP-21.

iii. Balance the desire to increase the maximum award amount with the desire to award funding to a large number of different projects.
   - Some regional partners reported the maximum award amount has prevented them from addressing more complex problems.

iv. Seek ways to limit the level of effort required to prepare Regional Solicitation applications.
   - Regional partners reported they felt the Regional Solicitation Process is fair and balanced, but shared concerns about the level of effort needed to prepare quality applications.

v. Provide for the online submittal of Regional Solicitation applications, continue building the database of Regional Solicitation applications started by this study, and consider, as part of the Regional Solicitation Evaluation, implementing technology that would automatically populate the data-base when applicants submit future applications online.
   - This study created a database that includes all of the "A" Minor Arterial projects selected for funding through the Regional solicitation Process from 1993 to 2009.

7. Finding: While a study survey of completed "A" Minor Arterial projects showed a high level of consistency between proposals partially funded by the Regional Solicitation and in-place construction, the survey also identified a small number of projects with significant project elements that did not match their Regional Solicitation application and did not appear to go through the TAB's formal scope change process. The study survey also revealed compelling reasons for the changes and confusion about roles and responsibilities for identifying and initiating scope changes.

   Recommendation: The TAB and TAC should:

   i. Work closely with MnDOT Metro State Aid and local Federal Highway Administration (FHWA) staff to define "scope changes" and communicate the need for them to project sponsors.

   ii. Review current procedures, roles, and responsibilities for monitoring the project development process with respect to scope changes and develop policy recommendations.

   iii. Include the scope change definition, formal scope change process, and contact information for the TAB Coordinator and MnDOT Metro State Aid Office in the Regional Solicitation materials and communicate them to project sponsors, including sponsors of MnDOT projects on the state system which do not go through the MnDOT Metro State Aid review process.
      - A visual inventory was completed as part of this study for 20 "A" Minor Arterial projects partially funded through the Regional Solicitation.

- Recognize and balance the desire to have a fair and equitable Regional Solicitation process with the constraints put on agencies by federal rules.

8. Finding: The survey of completed "A" Minor Arterial projects showed the Regional Solicitation is targeting federal funding toward quality improvements to the Regional Highway System.
   Recommendation: The TAB should consider hosting a showcase of completed projects partially funded through the Regional Solicitation.
   - The showcase should create opportunities to share project benefits and implementation challenges with elected and appointed officials.

MnDOT Metro District 20-Year Highway Investment Plan 2011-2030 (2010)

The MnDOT Metro District 20-Year Highway Investment Plan (2010) provides the link between the policies and strategies established in the Statewide Transportation Policy Plan and the capital improvements that are made to the state highway system. The 20-year plan is a guide for future capital investments in the state trunk highway system within the 8-county Metro area (includes Chisago County). It does not address spending for highway operations and maintenance or other modes of transportation.

Investment goals represent a balanced program of investments across the four strategic investment priorities:

- Infrastructure Preservation (70 percent of planned funds)
- Mobility/Congestion Mitigation (21 percent of planned funds, includes money allocated from Met Council)
- Traveler Safety (6 percent of planned funds)
- Regional and Community Improvement Priorities (3 percent of planned funds)

Furthermore, the MnDOT Minnesota Statewide Transportation Policy Plan: 2009-2028 (2009) committed MnDOT and the Metropolitan Council to jointly develop a new approach to mobility in the Twin Cities. The strategies listed in the TPP related to mobility and congestion mitigation (e.g., managed lanes, lower-cost/high-benefit highway improvements, etc.) are also listed in this MnDOT Plan.

Minnesota State Highway Investment Plan (MnSHIP) 2014-2033

MnDOT's Minnesota State Highway Investment Plan (MnSHIP) is currently being developed. As a result, this analysis is based on draft text that has been assembled as of March 2013. As mentioned previously, MnSHIP is MnDOT's transportation investment plan for highway-related expenditures on the state system (see Table 4).

MnSHIP assumes $18 billion of statewide highway investment over the next 20 years. It also notes that $30 billion is needed to implement the vision established in Minnesota GO. This leaves a $12 billion gap between the anticipated level of funding and what is needed over the 20-year period. Please note that Table 4 shows annual funding levels as opposed to total funding over the 20-year period.

Table 4: Anticipated MnSHIP Funding Levels by Investment Category

MnSHIP Investment Category		2014-2023 Highway Funding		2024-2033 Highway Funding	
		Per Year	% of Total	Per Year	% of Total
Asset Management	Existing Roads (Pavement)	$306 million	36	$614 million	62
	Existing Bridges	$165 million	19	$218 million	22
	Roadside Infrastructure	$31 million	4	$30 million	3
Traveler Safety	Traveler Safety	$32 million	4	$30 million	3
Critical Connections	Interregional Corridor Mobility	$0	0	$0	0
	Twin Cities Mobility	$137 million	16	$0 million	0
	Bicycle Infrastructure	$10 million	1	$0	0
	Pedestrian Infrastructure	$7 million	1	$20 million	2
Regional Community Improvement Program (RCIP)	Regional Community Improvement Program (RCIP)	$71 million	8	$0	0
Project Support	Project Support	$98 million	11	$79 million	8
	Total	**$857 million**	**100%**	**$990 million**	**100%**

Minnesota Statewide Freight Plan (2005)

The 2005 Minnesota Statewide Freight Plan was the first of its kind for MnDOT. One of the plan's recommendations for integrating freight into highway planning and programming was directed at the Regional Solicitation process. It recommended assigning additional points for roadways that have major freight generators, are extensions of the Interregional Corridor (IRC) system, or serve as freight connectors to IRCs or Twin Cities freeways.

2030 Park-and-Ride Plan (2010)

The 2030 Park-and-Ride Plan complements the 2030 TPP, which included general discussion of existing and planned park-and-ride facilities. The Park-and-Ride Plan presents information on demand for park-and-rides, locations of existing and planned facilities, and transitway corridor-specific plans for park-and-rides. It provides projections for park-and-ride demand for St. Paul and Minneapolis travel corridors, and forecasts unmet park-and-ride needs for 2020 and 2030.

Future Regional Policy

Thrive MSP 2040 (under development)

Thrive MSP 2040 provides a 30-year vision for the 7-county Twin Cities Metropolitan Area. This document is currently under development and is expected to be completed in February of 2014. Part of Thrive MSP 2040 will include a vision for transportation in the region. This process has included a robust public outreach effort thus far. Some of the comments received related to transportation included the following:

1. Transportation is a crucial part of a thriving economy – the region needs an integrated transportation system for the future.
2. Cities and counties should work together more effectively, especially in light of financial need and constraints.
3. Transportation investments should be made throughout the region and regional planning should better address the freight system (rail, barge and trucks).
4. Address housing and transportation (including transit) together.
5. Create a method for transitway (commuter, light-rail, and bus-rapid transit) development and a specific method for long-term funding of transit development and service.
6. Need for more regular transit service, particularly for individuals who work outside the traditional nine-to-five work hours, or otherwise rely on transit beyond traditional business hours.
7. Fix several bottlenecks on the regional highway system, as well as bridges needing improvement.
8. Implement value pricing for highways and transit and mileage-based fees to fund transportation.
9. Connect biking and walking facilities to transit and consider community development in transportation decisions.
10. Strive for a regional balance in transportation.

2040 Transportation Policy Plan (TPP)

The 2040 TPP will begin in 2013 and is expected to be completed in December 2014. This document will align with the vision presented in Thrive MSP 2040. Once the 2040 TPP is completed, it will replace the 2030 TPP as the basis for regional transportation policy. As such, the Regional Solicitation will need to be reevaluated to ensure that it is consistent with this new regional policy.

2012-2016 Regional Service Improvement Plan (RSIP)

The RSIP identifies a prioritized schedule of transit improvements for 2012-2016 operating funds for the Twin Cities metro area. This schedule emphasizes regional service improvements, including transit service coverage expansion, increased frequency and span of service of the regular-route transit network. It should be noted that the RSIP is not a complete transit investment plan, and is primarily concerned with near-term service-oriented improvements.

The RSIP update process relies upon a solicitation of two- to four-year Service Improvement Plans from all regional transit providers. Projects are combined into a single regional list and evaluated based on regional performance measures and other factors, before being developed into a categorized, prioritized list of projects to guide planning and funding allocation.

5. SUMMARY OF PROJECTS FUNDED FROM 2003-2011

The following section summarizes how Regional Solicitation program funds were invested in roadways, transit, bikeways, walkways and related improvements in the five funding cycles from 2003-2011.

Some of the highlights of this federal funding process over the last five Regional Solicitation cycles (2003-2011) include:

- Reconstruction of more than 370 lane-miles of "A" Minor Arterial and Non-Freeway Principal Arterials
- Construction of 7,474 parking spaces and purchase of 173 vehicles for transit users
- Construction of 126 miles of bicycle and pedestrian trails and bridges

Over this same time period, $811 million[2] in federal funds has been distributed through the Regional Solicitation Process to 271 projects (see Table 5). The federal funding has leveraged an additional $391 million in local and state funds to complete the selected projects.[3] The funding distribution includes:

- Surface Transportation Program – Urban Guarantee (52.6 percent)
- Congestion Mitigation and Air Quality (31.0 percent)[4]
- Transportation Enhancement (10.0 percent)
- Bridge Improvement/Replacement (6.4 percent)

[2] Regional Solicitation amounts shown as part of this analysis include an inflation factor that is applied to account for the time between when the projects is originally awarded the federal funds until the time it is actually constructed.

[3] Local and state funds contributed to the these projects is likely higher than the $391 million identified in their funding applications due to the engineering and planning activities that take place prior to the funding application.

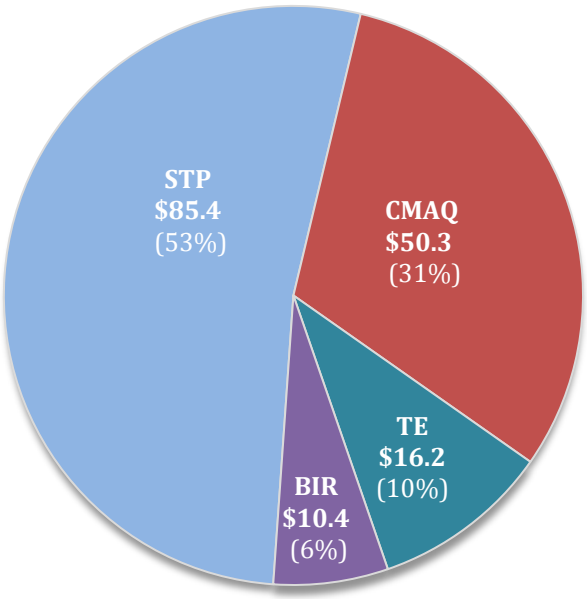
[4] CMAQ totals include CMAQ Travel Demand Management funds, which currently are not distributed as part of the Regional Solicitation process.

Table 5: Regional Solicitation Federal Funding by Funding Program and Category, 2003-2011 ($ millions)

Surface Transportation Program-Urban Guarantee	Number of Projects	Federal Amount	Avg. Federal Amount Per Solicitation *	Percent of Subtotal	Percent of Grand Total
"A" Minor Arterial Roadways	63	$305.6	$61.1	71.6	37.7
Non-Freeway Principal Arterials	14	$84.4	$16.9	19.8	10.4
Bikeway and Walkway	10	$36.7	$7.3	8.6	4.5
STP-UG Subtotal	**87**	**$421.4**	**$85.3**	**100%**	**52.6%**
Congestion Mitigation and Air Quality					
Transit Expansion	37	$185.2	$37.0	73.7	22.8
Transportation System Management	23	$33.1	$6.6	13.2	4.1
Travel Demand Management	5	$33.0	$6.6	13.1	4.1
CMAQ Subtotal	**65**	**$251.4**	**$50.3**	**100%**	**31.0%**
Transportation Enhancement					
Bicycle and Pedestrian Trails	80	$66.2	$13.2	81.9	8.2
Streetscape	9	$9.0	$1.8	11.1	1.1
Historic Preservation and Archaeological	6	$5.4	$1.1	6.7	0.7
Scenic and Environmental	1	$0.2	$0.05	0.3	0.0
TE Subtotal	**96**	**$80.8**	**$16.2**	**100%**	**10.0%**
Bridge Improvement/Replacement	**23**	**$51.9**	**$10.4**	**100%**	**6.4%**
Grand Total	**271**	**$810.9**	**$162.2**		**100.0%**

* Funding amounts cover two program years

Figure 1: Average Regional Solicitation Federal Funding by Funding Category, 2003-2011 ($ millions)

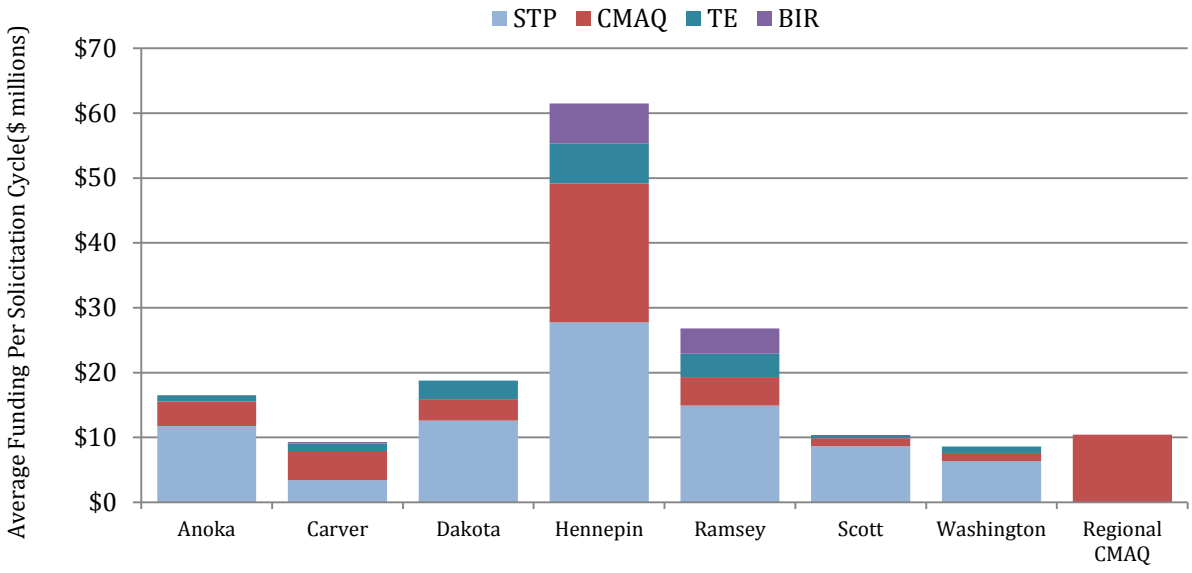


Total Average Federal Funding: $162 million

On average, each Regional Solicitation in years 2003-2011 awarded a total of $162 million to the STP, CMAQ, TE and BIR programs per Regional Solicitation cycle (see Figure 1). On average, this $162 million was distributed in the following amounts covering two program years:

- STP ($85.4 million)
- CMAQ (50.3 million)
- TE ($16.2 million)
- BIR ($10.4 million)

Figure 2: Average Regional Solicitation Federal Funding by Funding Program and County, 2003-2011 ($ millions)

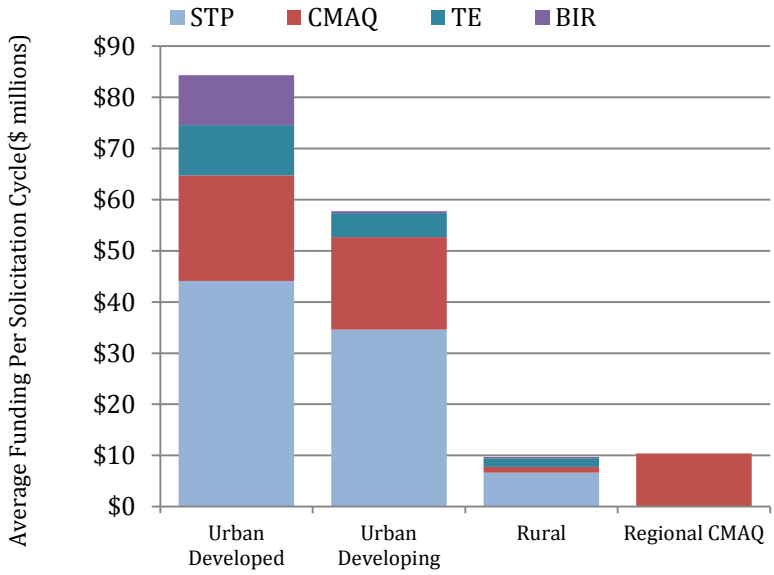


	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	Regional CMAQ
% of Total Federal Funding	10%	6%	12%	38%	17%	6%	5%	6%
% of Regional Population	11.7%	3.5%	13.9%	39.9%	18%	4.6%	8.4%	100%

**Includes funding for all applicants within the respective counties.*

The distribution of Regional Solicitation funding differed across counties during the 2003 to 2011 time period (see Figure 2). On average, agencies within Hennepin County received approximately $61.5 million per solicitation (or 38 percent of the $162 million average total solicitation amount). In comparison, agencies within Ramsey County received approximately $28 million per solicitation (or 17 percent of the average total solicitation amount). The funding amounts per solicitation cover two program years.

Figure 3: Average Regional Solicitation Federal Funding by Funding Program and Regional Development Framework Planning Area, 2003-2011 ($ millions)



	Urban Developed	Urban Developing	Rural	Regional CMAQ
% of Average Biennial Federal Funding	52%	36%	6%	6%
% of Regional Population	59%	34%	7%	100%

The distribution of funding also differed Regional Development Framework planning areas. As shown in Figure 3, on average, Urban Developed areas received approximately $84 million per solicitation (or 52 percent of the $162 million average total solicitation amount), compared to Urban Developing areas ($58 million, or 36 percent) and Rural areas ($10 million, or 6 percent). The funding amounts per solicitation cover two program years.

Table 6 shows that the number of project applications submitted and awarded by project applicant over the 2003-2011 time period. An analysis of funding awarded by applicant and project type reveals a number of interesting results, including:

- The success rate for project applications was approximately 42 percent (271 out of 643 projects), but varies considerably by funding category:
    - 72 percent for CMAQ System Management (28 out of 39)
    - 59 percent for CMAQ Transit (37 out of 63)
    - 55 percent for BIR (271 out of 643)
    - 39 percent for TE (96 out of 246)
    - 36 percent for STP Roadways (77 out of 212)
    - 24 percent for STP Bike/Walk (10 out of 41)
- The combined number of STP Bike/Walk and Transportation Enhancement applications submitted (287) is greater than the combined number of applications submitted for STP Roadway and Bridge Improvement/Replacement projects (254).

- Anoka County and Hennepin County submitted the greatest number of applications for STP Roadway projects at 27 and 26 applications, respectively.
- Five of the seven counties had success rates between 39 and 49 percent.
- Metro Transit, Metropolitan Council, and MnDOT all have success rates above 50 percent.
- Given the average success rate of 42 percent, success rates by agency type included 42 percent for counties, 63 percent for regional/state transportation agencies, 36 percent for cities, and 47 percent for other agencies.

Table 6: Total Solicitations Submitted and Awarded by Applicant and Funding Category, 2003-2011

	STP Roads			STP Bike/Walk			CMAQ Transit			CMAQ Management			TE			BIR			Total Projects		
Applicants	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**
Counties																					
Anoka County	27	12	44	1	0	0	2	1	50	0	0	0	4	2	50	2	1	50	36	16	44
Carver County	11	3	27	0	0	0	0	0	0	0	0	0	7	5	71	0	0	0	18	8	44
Dakota County	15.5	5.5	35	1	1	100	0	0	0	2	2	100	17	9	53	0	0	0	35.5	17.5	49
Hennepin County	26	7	27	4	1	25	1	0	0	1	0	0	6	4	67	15	9	60	53	21	40
Ramsey County	12	5	42	2	0	0	0	0	0	0	0	0	5	3	60	4	1	25	23	9	39
Scott County	12.5	7.5	60	1	0	0	1	1	100	0	0	0	2	1	50	0	0	0	16.5	9.5	58
Washington County	21	7	33	0	0	0	3	0	0	0	0	0	17	7	41	1	0	0	42	14	33
County Subtotal	**125**	**47**	**38%**	**9**	**2**	**22%**	**7**	**2**	**29%**	**3**	**2**	**67%**	**58**	**31**	**53%**	**22**	**11**	**50%**	**224**	**95**	**42%**
Transportation Agencies																					
Metro Transit	0	0	0	0	0	0	23	18	78	0	0	0	3	0	0	0	0	0	26	18	69
Metropolitan Council	0	0	0	0	0	0	3	3	100	5	5	100	0	0	0	0	0	0	8	8	100
MnDOT	6	4	67	0	0	0	0	0	0	14	10	71	12	2	17	5	3	60	37	19	51
Transportation Agencies Subtotal	**6**	**4**	**67%**	**0**	**0**	**0%**	**26**	**21**	**81%**	**19**	**15**	**79%**	**15**	**2**	**13%**	**5**	**3**	**60%**	**71**	**45**	**63%**
Cities																					
City of Anoka	0	0	0	0	0	0	1	1	100	0	0	0	2.5	1.5	60	0	0	0	3.5	2.5	71
City of Apple Valley	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0.5	33	0	0	0	1.5	0.5	33
City of Arden Hills	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0
City of Belle Plaine	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
City of Blaine	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
City of Bloomington	9	1	11	1	0	0	0	0	0	2	2	100	7	3	43	0	0	0	19	6	32
City of Brooklyn Park	3	0	0	0	0	0	0	0	0	0	0	0	1	1	100	0	0	0	4	1	25
City of Burnsville	5	0	0	4	0	0	1	0	0	0	0	0	6	1	17	0	0	0	16	1	6
City of Carver	0	0	0	0	0	0	2	1	50	0	0	0	0	0	0	0	0	0	2	1	50
City of Centerville	0	0	0	0	0	0	0	0	0	0	0	0	2	1	50	0	0	0	2	1	50
City of Champlin	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
City of Chanhassen	3	1	33	0	0	0	0	0	0	0	0	0	3	1	33	0	0	0	6	2	33
City of Circle Pines	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
City of Cologne	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
City of Coon Rapids	1	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	100
City of Cottage Grove	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	0
City of Eagan	4	3	75	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	3	60
City of Edina	1	0	0	1	0	0	0	0	0	0	0	0	3	2	67	0	0	0	5	2	40
City of Farmington	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0
City of Fridley	0	0	0	0	0	0	0	0	0	0	0	0	1	1	100	0	0	0	1	1	100
City of Golden Valley	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
City of Ham Lake	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0
City of Hanover	0	0	0	0	0	0	0	0	0	0	0	0	2	1	50	0	0	0	2	1	50

Table 6 Continued: Total Solicitations Submitted and Awarded by Applicant and Funding Category, 2003-2011

	STP Roads			STP Bike/Walk			CMAQ Transit			CMAQ Management			TE			BIR			Total Projects		
Applicants	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**	**Submitted**	**Awarded**	**%**
Cities Continued																					
City of Hastings	0	0	0	0	0	0	0	0	0	0	0	0	1	1	100	0	0	0	1	1	100
City of Hugo	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
City of Independence	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
City of Inver Grove Heights	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
City of Jordan	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
City of Lakeville	2	1	50	0	0	0	0	0	0	0	0	0	2.5	2.5	100	0	0	0	4.5	3.5	78
City of Lino Lakes	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
City of Maple Grove	6	4	67	0	0	0	1	1	100	0	0	0	0	0	0	0	0	0	7	5	71
City of Maple Plain	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
City of Maplewood	2	1	50	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	20
City of Mendota Heights	0	0	0	0	0	0	0	0	0	0	0	0	1	1	100	0	0	0	1	1	100
City of Minneapolis	7	3	43	4	0	0	0	0	0	13	8	62	30	16	53	4	2	50	58	29	50
City of Mounds View	0	0	0	0	0	0	0	0	0	0	0	0	2	1	50	0	0	0	2	1	50
City of New Hope	1	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	100
City of Norwood Young America	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
City of Plymouth	3	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0	0
City of Prior Lake	0	0	0	0	0	0	0.5	0.5	100	0	0	0	0	0	0	0	0	0	0.5	0.5	100
City of Ramsey	0	0	0	0	0	0	2	1	50	0	0	0	1.5	1.5	100	0	0	0	3.5	2.5	71
City of Richfield	5	1	20	1	1	100	0	0	0	0	0	0	0	0	0	0	0	0	6	2	33
City of Rogers	4	3	75	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	3	60
City of Rosemount	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0
City of Roseville	1	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	100
City of Savage	1	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	100
City of Shakopee	0	0	0	2	0	0	1.5	1.5	100	0	0	0	6	0	0	0	0	0	9.5	1.5	16
City of St. Francis	0	0	0	0	0	0	0	0	0	0	0	0	1	1	100	0	0	0	1	1	100
City of St. Louis Park	2	2	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	100
City of St. Paul	3	1	33	9	4	44	0	0	0	1	1	100	49	14	29	11	7	64	73	27	37
City of Vadnais Heights	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
City of Victoria	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
City of Waconia	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	0
City of West St. Paul	1	1	100	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	50
City of Woodbury	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Empire Township	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Village of Minnetonka Beach	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Cities Subtotal	**80**	**26**	**33%**	**27**	**5**	**19%**	**12**	**6**	**50%**	**16**	**11**	**69%**	**149**	**51**	**34%**	**15**	**9**	**60%**	**299**	**108**	**36%**

Table 6 Continued: Total Solicitations Submitted and Awarded by Applicant and Funding Category, 2003-2011

Applicants	STP Roads			STP Bike/Walk			CMAQ Transit			CMAQ Management			TE			BIR			Total Projects		
	Submitted	Awarded	%	Submitted	Awarded	%	Submitted	Awarded	%	Submitted	Awarded	%	Submitted	Awarded	%	Submitted	Awarded	%	Submitted	Awarded	%
Other Agencies																					
Minnesota DNR	0	0	0	0	0	0	0	0	0	0	0	0	5	5	100	0	0	0	5	5	100
Minnesota Transportation Museum	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Minnesota Valley National Wildlife Refuge	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Minnesota Valley Transit Authority	0	0	0	1	0	0	10	4	40	1	0	0	4	0	0	0	0	0	16	4	25
Ramsey-Washington Watershed District	0	0	0	0	0	0	0	0	0	0	0	0	2	1	50	0	0	0	2	1	50
Shakopee Mdewakanton Sioux Community	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
SouthWest Transit	0	0	0	0	0	0	7	4	57	0	0	0	0	0	0	0	0	0	7	4	57
Three Rivers Park District	0	0	0	4	3	75	0	0	0	0	0	0	10	6	60	0	0	0	14	9	64
University of Minnesota	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Other Agencies Subtotal	**1**	**0**	**0%**	**5**	**3**	**60%**	**18**	**8**	**44%**	**1**	**0**	**0%**	**24**	**12**	**50%**	**0**	**0**	**0%**	**49**	**23**	**47%**
Totals	**212**	**77**	**36%**	**41**	**10**	**24%**	**63**	**37**	**59%**	**39**	**28**	**72%**	**246**	**96**	**39%**	**42**	**23**	**55%**	**643**	**271**	**42%**

Note: In the instances where applicants co-applied for an award, they are counted as submitting and receiving 0.5 applications each.

The Regional Solicitation projects selected during the 2003 to 2011 time period are presented by project type, geographic location, and funding year in the following four figures. Figure 4 displays the location of the 87 STP projects, and shows a relatively balanced distribution of projects within the 7-county Twin Cities Metropolitan Area. Figure 5 displays the location of 55 CMAQ projects; 10 CMAQ projects provided region-wide benefits that could not be mapped. Although the CMAQ projects are less geographically dispersed than STP projects, the location of selected projects is often related to developed areas with existing transit service and substantial ridership. Figure 6 displays the 96 selected TE projects, which are relatively concentrated in the core cities and along regional trails and parks. Figure 7 displays the locations of the 23 BIR projects. While the distribution of BIR projects is also concentrated in the urban core, infrastructure needs in these central locations are often more pronounced in the solicitation process because of the infrastructure age scoring criterion. Additionally, the sample size of this project category (23 projects) is too small to draw firm conclusions about their locations.

Figure 4: Surface Transportation Program (STP) - Urban Guarantee Projects Selected in the Regional Solicitation (2003-2011)

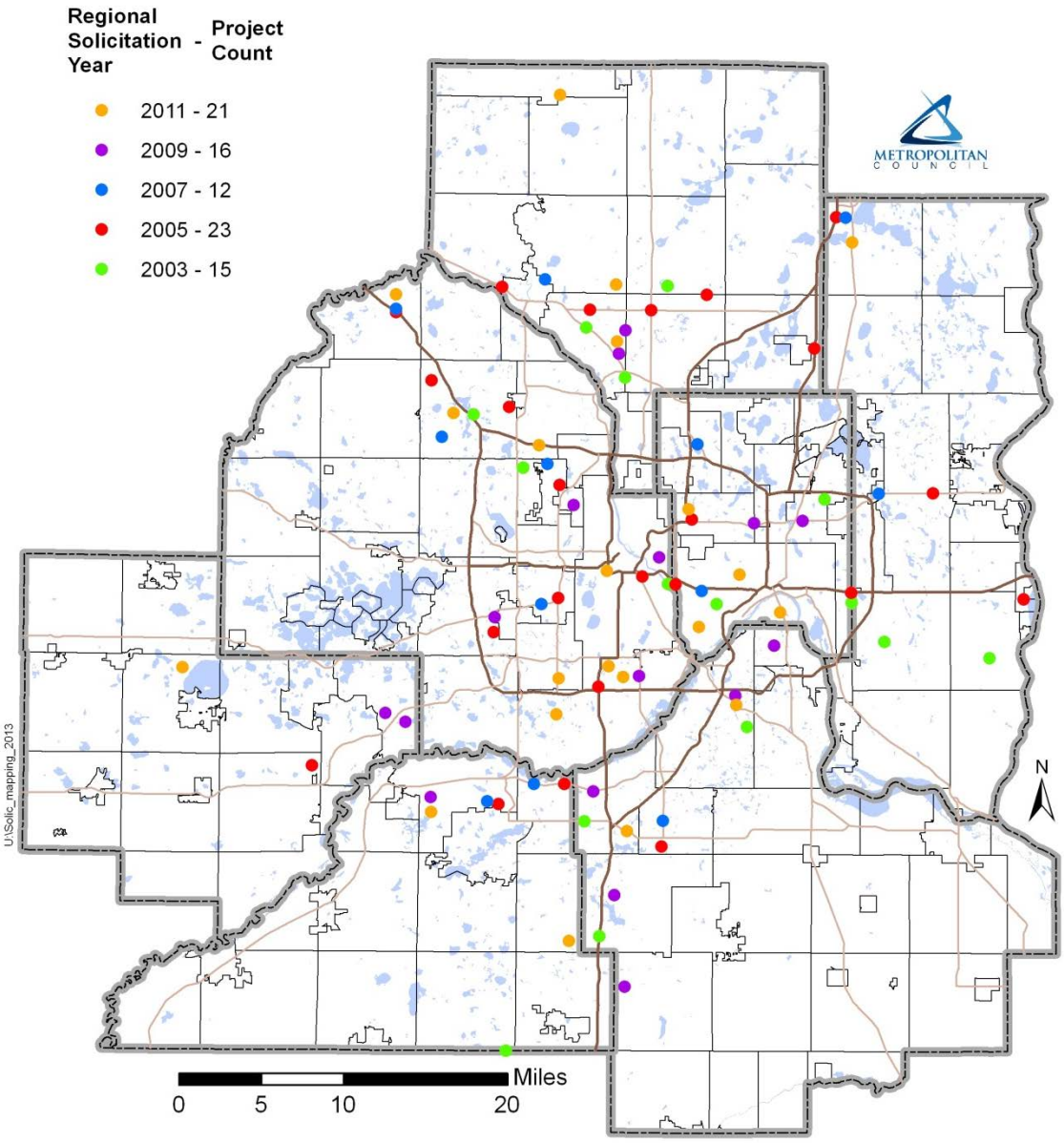


Figure 5: Congestion Mitigation and Air Quality (CMAQ) Projects Selected in the Regional Solicitation (2003-2011)

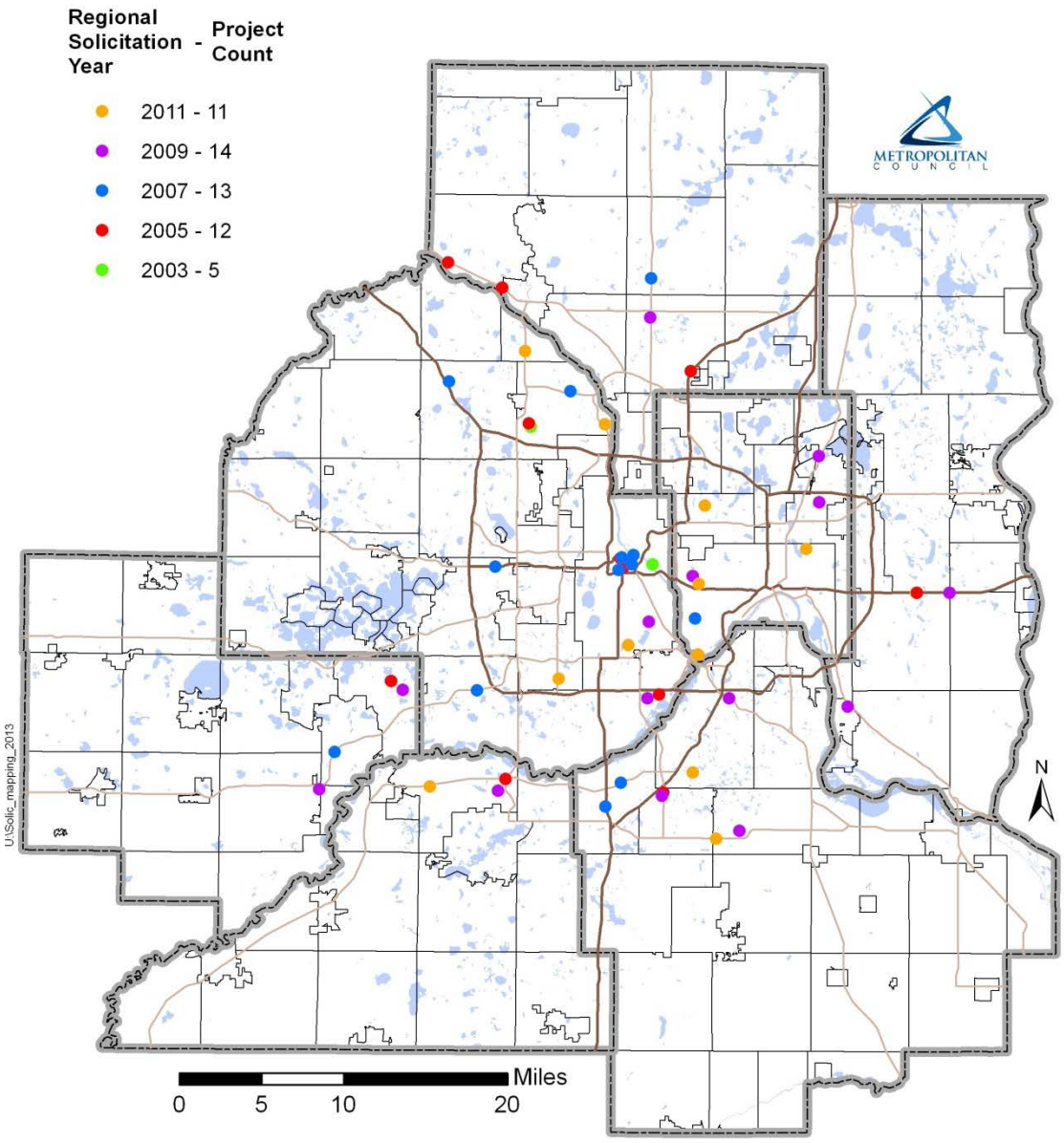


Figure 6: Transportation Enhancement (TE) Projects Selected in the Regional Solicitation (2003-2011)

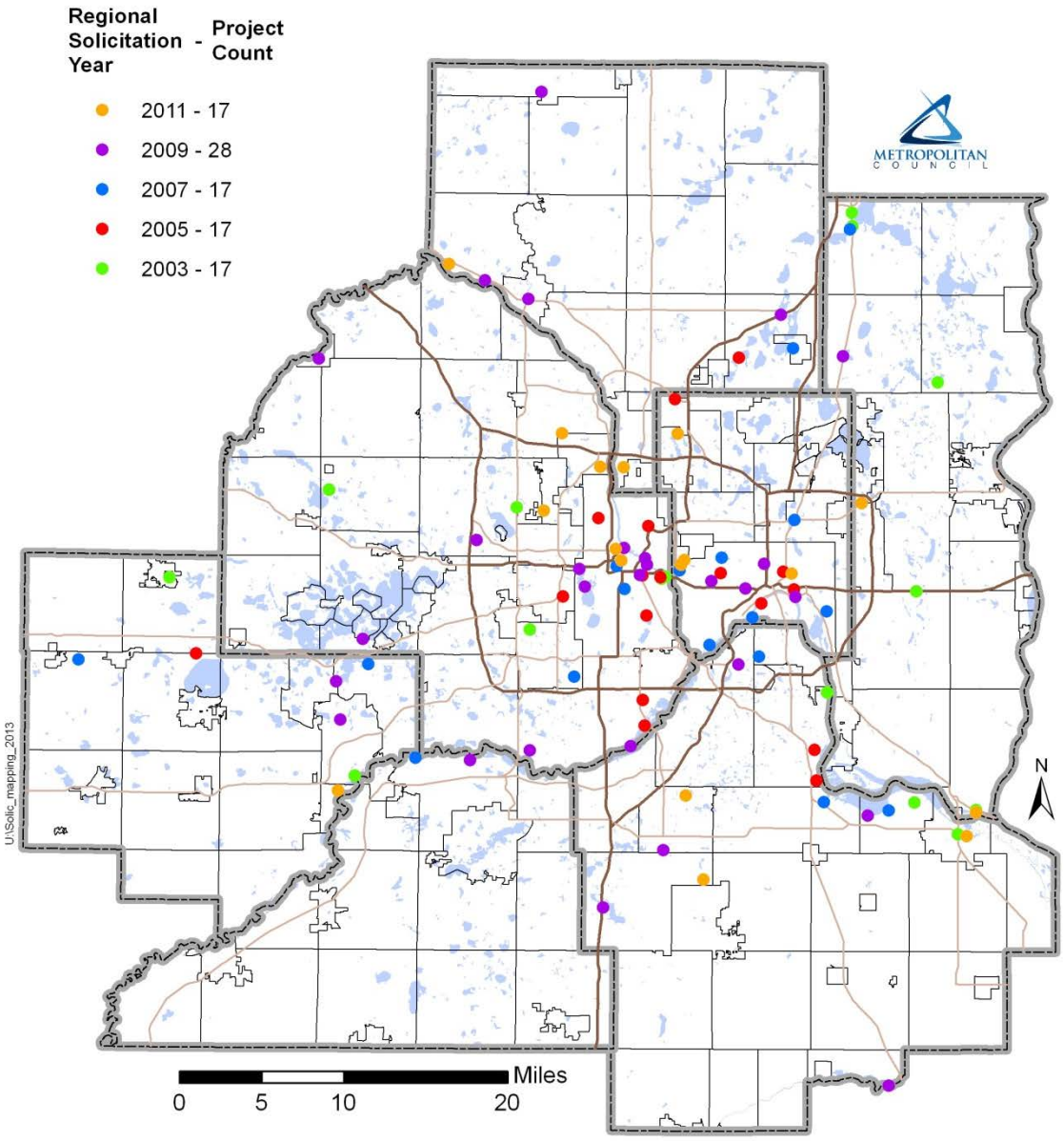
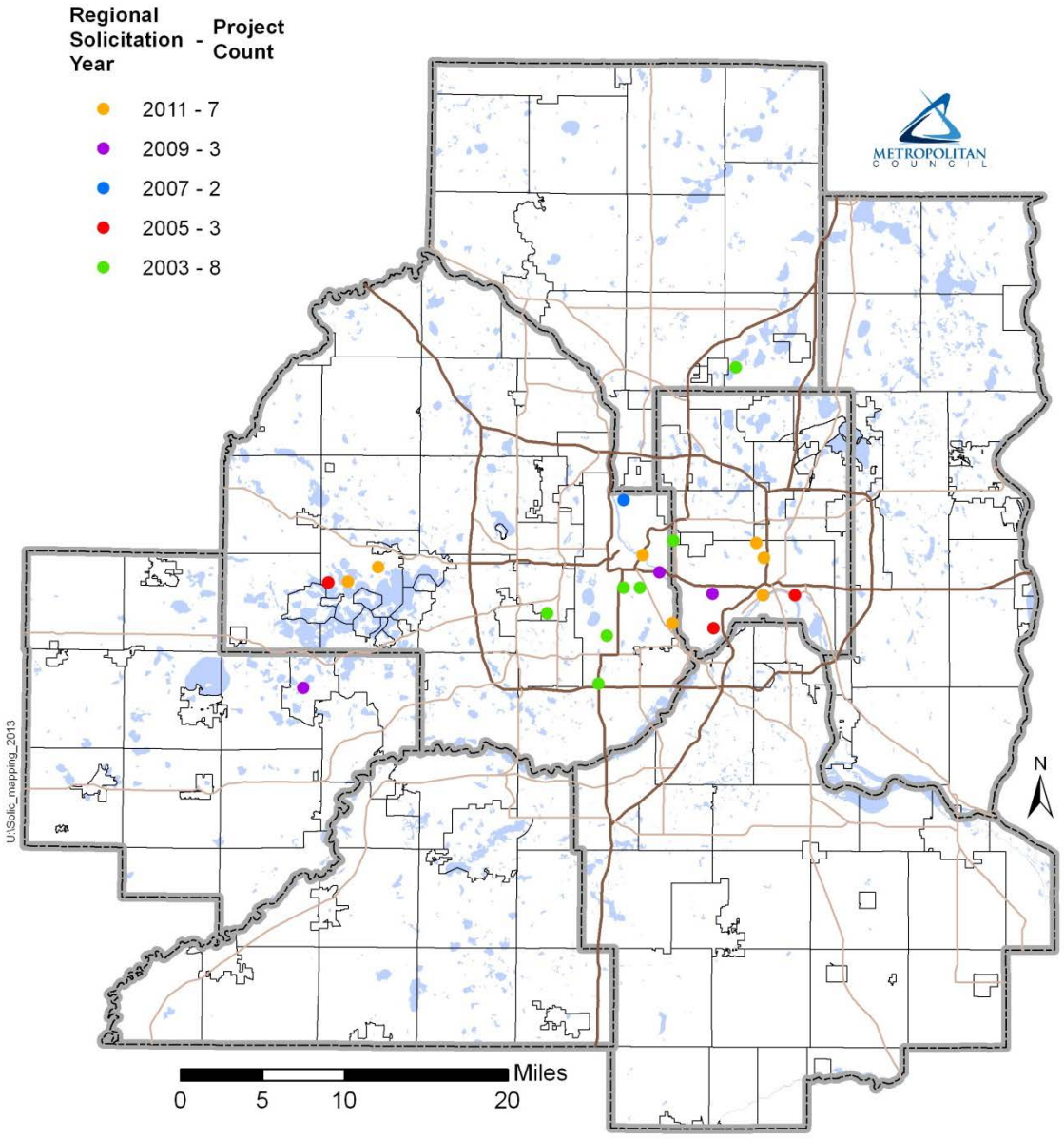


Figure 7: Bridge Improvement/Replacement (BIR) Projects Selected in the Regional Solicitation (2003-2011)



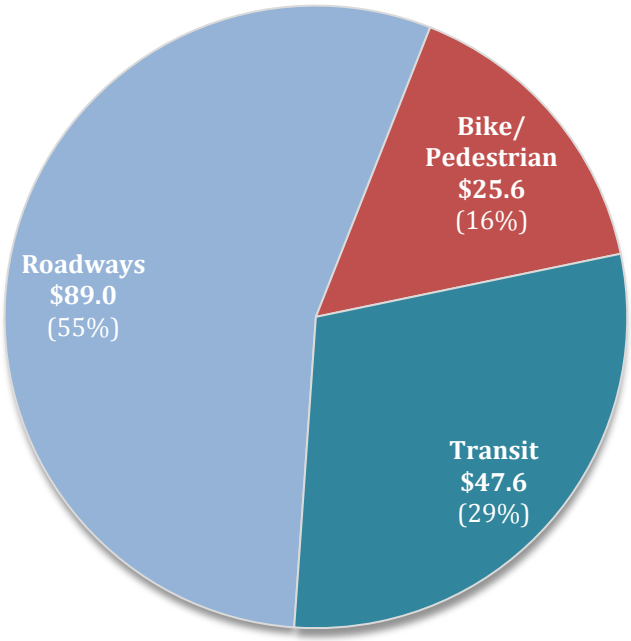
The average Regional Solicitation project received a federal award in the amount of $2.99 million and had a total project cost of $4.44 million (see Table 7). As expected, given their higher maximum award amount, STP projects received the largest federal awards ($4.90 million on average) with the largest local match ($2.24 million on average). With only a $1 million federal award maximum, TE projects received the smallest federal awards ($0.84 million on average) and had the smallest local match amount ($0.66); however, TE projects had the highest share of local match, equal to 44 percent of total project cost. Among funding subcategories, Non-Freeway Principal Arterials received the largest federal awards ($6.03 million on average) and had the highest local match amount ($3.61 million on average).

Table 7: Average Federal Award and Local Match Amounts by Funding Program and Category, 2003-2011 ($ millions)

STP-UG	Average Federal Award	Average Local Match	Average Local Match %	Average Project Total Cost
"A" Minor Arterial Roadways	$4.85	$2.10	30	$6.95
Non-Freeway Principal Arterials	$6.03	$3.61	39	$9.64
Bikeway and Walkway	$3.67	$1.27	26	$4.94
Average STP Project Cost	**$4.90**	**$2.24**	**32**	**$7.09**
Congestion Mitigation and Air Quality				
Transit Expansion	$5.01	$2.14	30	$7.15
Transportation System Management	$1.44	$0.36	20	$1.77
Travel Demand Management	$6.61	$1.65	21	$8.00
Average CMAQ Project Cost	**$3.87**	**$1.47**	**28**	**$5.31**
Transportation Enhancement				
Bicycle and Pedestrian Trails	$0.83	$0.48	37	$1.31
Streetscape	$1.00	$2.59	72	$3.59
Historic Preservation and Archaeological	$0.90	$0.37	29	$1.27
Scenic and Environmental	$0.25	$0.06	20	$0.31
Average TE Project Cost	**$0.84**	**$0.66**	**44**	**$1.51**
Average Bridge Improvement/ Replacement Project Cost	**$2.26**	**$1.67**	**42**	**$3.92**
Average for All Categories	**$2.99**	**$1.45**	**33**	**$4.44**

The distribution of Regional Solicitation funding in 2003-2011 differed by mode (see Figure 8), with roadway projects receiving $89.0 million, on average, per solicitation (55 percent of the total federal funding awarded). Transit projects received $47.6 million on average (29 percent of the total award). Bike and pedestrian projects received $25.6 million on average (16 percent of the total award). It should be noted that this breakdown by mode is a best estimation as many of the improvements funded benefit more than one mode of travel.[5]

Figure 8: Average Annual Regional Solicitation Federal Funding by Mode, 2003-2011 ($ millions)



Total Average Federal Funding: $162.2 million

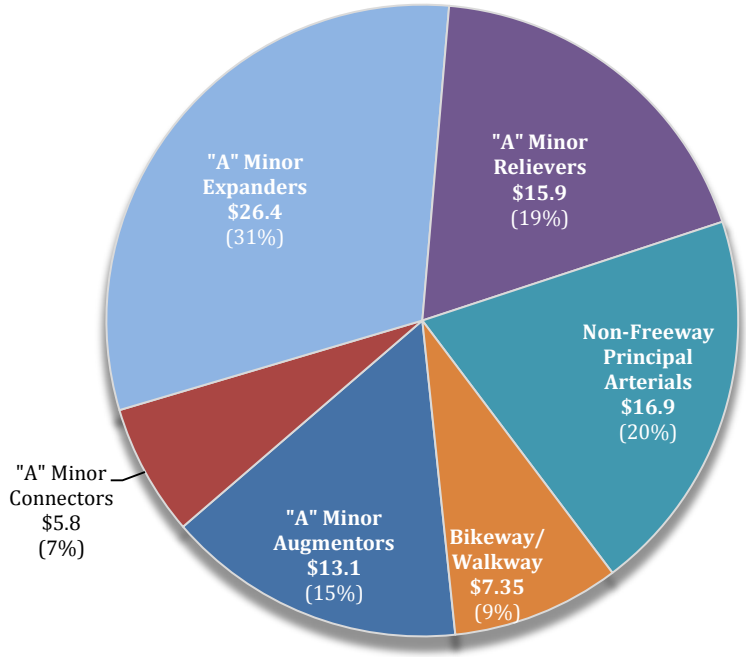
The roadways portion of the chart includes funding awarded to bridge projects through the BIR program. The transit portion of the chart includes the CMAQ funds awarded for Travel Demand Management activities.

[5] For the most part, STP roadway projects were allotted to roadways. However, portions of STP road funding dedicated to specific bike/pedestrian or transit elements (as indicated in the application) were added to these respective buckets instead of roadways. STP Bike/Walk funding was allocated to the bike/pedestrian category. CMAQ Transit Expansion and TDM projects were allocated to transit. CMAQ Transportation System Management projects were primarily put in the roadway category, except for projects that cited transit signal priority as being part of the overall improvement project; in these cases, projects were split evenly between the transit and roadway categories. All Transportation Enhancement projects were treated as bicycle and pedestrian improvements. Finally, BIR projects were put in the roadway category. It should be noted that many of these bridge projects may also improve bicycle/pedestrian and transit movements, although these secondary benefits are not easily distinguished in the project applications.

STP Results

The STP portion of the average Regional Solicitation in years 2003-2011 amounted to $85.3 million. This amount was distributed among five major roadway types and bikeway/walkway facilities. "A" Minor Expanders received the most funding at $26.4 million (31 percent), while "A" Minor Connectors received the least amount of funding at $5.8 million (7 percent) (see Figure 9). The funding amounts per solicitation cover two program years.

Figure 9: Average STP Federal Funding by Subcategory, 2003-2011 ($ millions)



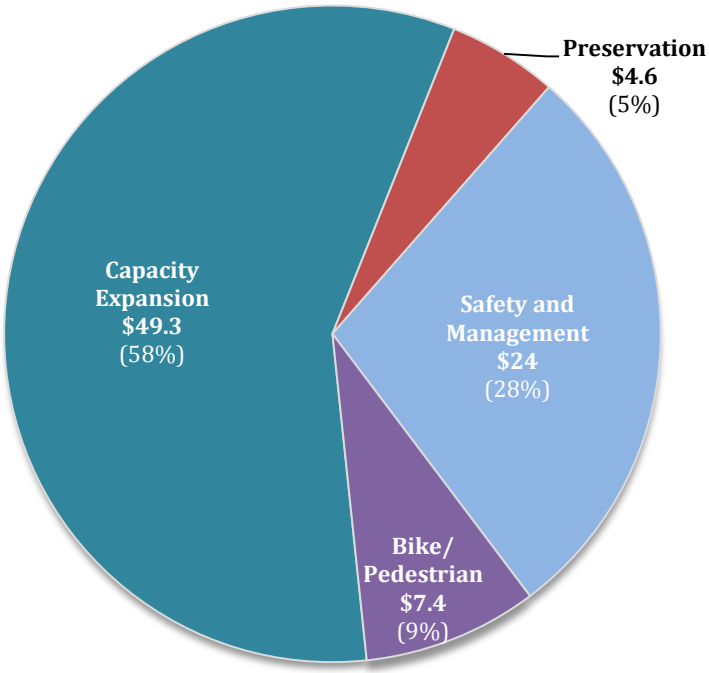
Total Average STP Funding: $85.35 million

STP projects can be further categorized into four major types of improvements (see Figure 10):

- Capacity expansion
- Preservation
- Safety and management
- Bike and pedestrian subcategories

For the 2003-2011 time period, capacity expansion was the largest subcategory, receiving $49.3 million of funding per solicitation (58 percent). Preservation projects received the smallest amount at $4.6 million (6 percent). The funding amounts per solicitation cover two program years.

Figure 10: Average STP Federal Funding by Subcategory, 2003-2011 ($ millions)



Total average STP funding: $85.35 million

For the 2003-2011 time period, STP funding helped construct over 370 lane-miles of roadway projects, with an average project length of 4.8 miles. Within the STP roadway projects, Connector, Expander, and Reliever projects all had average project lengths of over five miles. STP funding was also awarded to over 19 miles of bikeway and walkway projects, for an average project length of 1.9 miles (see Table 8).

Table 8: Average STP Project Length by Category, 2003-2011 (miles)

STP Category	Number of Projects	Total Length	Average Length
"A" Minor Augmenters	14	48.4	3.5
"A" Minor Connectors	9	46.6	5.2
"A" Minor Expanders	25	157.7	6.3
"A" Minor Relievers	15	75.6	5.0
Non-Freeway Principal Arterials	14	42.0	3.0
Roadway Total	**77**	**370.3**	**4.8**
Bikeways and Walkways	10	19.2	1.9
Bikeway and Walkway Total	**10**	**19.2**	**1.9**

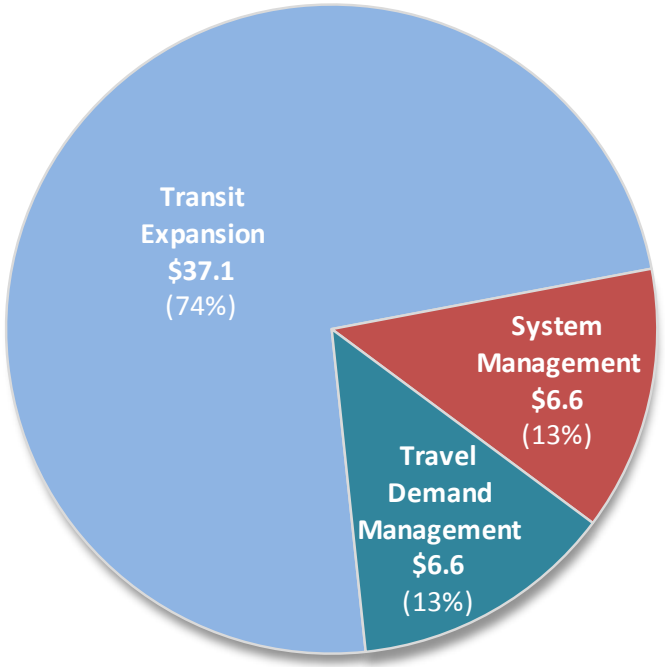
Additional key points derived from the STP data include:

1. Sixty-six STP roadway projects (86 percent) included bicycle/pedestrian improvements.
2. Four STP roadway projects (5 percent) included transit improvements.
3. Forty-four STP roadway projects (57 percent) improved roadways that also have transit service along the corridor.
4. The average annual crash reduction per STP roadway project was 18.4, though this varies by category. "A" Minor Expander projects saw the greatest crash reduction (26.8) and "A" Minor Connectors had the smallest crash reduction (4.4).
5. The average emissions reduction was 20,000 kg/year, though this also varies by category. Non-Freeway Principal Arterial projects saw the greatest reduction in emissions (7,771 kg/year). "A" Minor Augmenters saw an average reduction of 1,861 kg/year (no data is available for "A" Minor Connector projects).
6. Five out of 10 STP bike/walk projects (50 percent) included a trail bridge component.

CMAQ Results

The average CMAQ funding awarded per cycle was $50.3 million between 2003 and 2011. These funds were further divided among transit expansion, system management, and travel demand management categories. The transit expansion category received $37.1 million (74 percent) of CMAQ funds, on average, while the system management and travel demand management categories received approximately $6.6 million (13 percent) each (see Figure 11). As mentioned previously, the CMAQ Travel Demand Management funds are not currently distributed as part of the Regional Solicitation process.

Figure 11: Average CMAQ Funding by Subcategory, 2003-2011 ($ millions)



Total average CMAQ funding: $50.3 million

Almost 50 percent of all CMAQ funds were awarded to Metro Transit. A further 13 percent was allocated directly to the Metropolitan Council in the form of travel demand management funds. These funds were then distributed to sub-recipients, primarily Metro Transit, but also to the various Transportation Management Organizations. The remaining CMAQ funds were distributed in portions less than 10 percent to 16 other applicants (see Table 9).

Table 9: Applicants for CMAQ Federal Funding, 2003-2011 ($ millions)

Applicant	% of CMAQ Funds Received
Metro Transit	48
Met Council	13
Southwest Transit	10
City of Minneapolis	6
Minnesota Valley Transit Authority	6
MnDOT	5
Anoka County	3
City of Maple Grove	3
City of Anoka	2
City of Carver	2
City of Ramsey	2
Dakota County	1
Scott County	1
City of Bloomington	1
City of Prior Lake	1
City of Shakopee	1
City of St. Paul	1

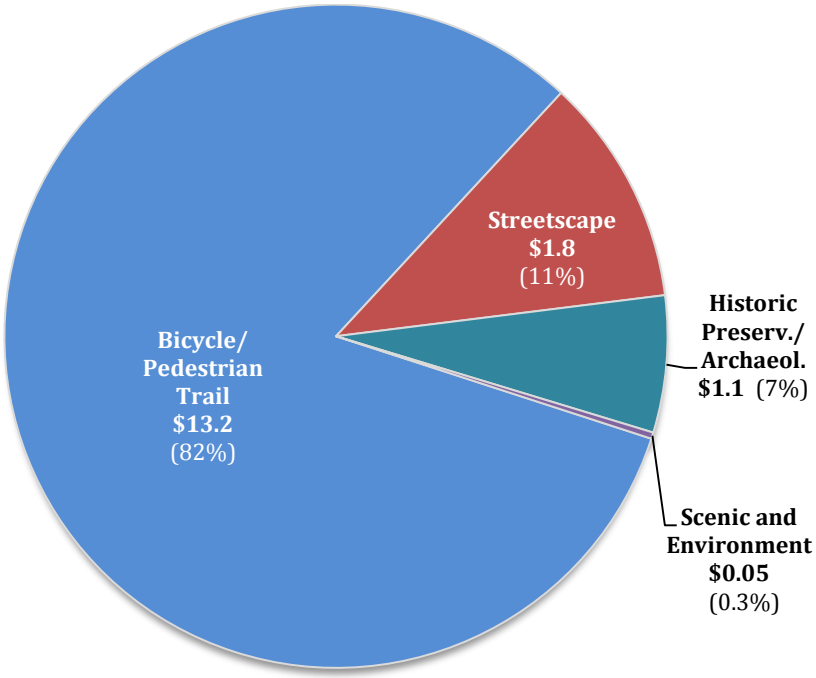
Additional key points derived from the CMAQ data include:

- The total emission reduction for 2003-2011 for CMAQ projects with available emissions data was approximately 28,000 kg/year.
- The total number of parking spaces built based on funds awarded between 2003 and 2011 was 7,474.
- Approximately 170 transit vehicles were purchased based on funds awarded between 2003 and 2011.
- Seventeen CMAQ projects (26 percent) resulted in benefits to Twin Cities transitways (e.g., LRT, Commuter Rail, and BRT lines)

TE Results

The average solicitation cycle total for TE funding was $16.2 million (see Figure 12). The majority of these funds went to Bicycle and Pedestrian Trail projects ($13.2 million, or 82 percent). These projects included improvements to local, regional, and state-owned trails. Only one Scenic and Environmental project was funded over the five funding cycles ($248,000). Recipients of TE funds were primarily cities (receiving 57 percent, or $46 million) and counties (receiving 30 percent, or $23.9 million) (see Table 10). The funding amounts per solicitation cover two program years.

Figure 12: Average TE Federal Funding by Category, 2003-2011 ($ millions)



Total average TE Funding: $16.2 million

Table 10: Applicants for TE Federal Funding, 2003-2011 ($ millions)

Applicant Type	% of TE Funds Received
City	57
County	30
Parks District	7
DNR	4
MnDOT	2
Watershed District	0.2

TE investments from 2003 to 2011 have resulted in 126.4 miles of improvements. The average trail project was 1.4 miles long and the average streetscape project was 1.5 miles long (see Table 11).

Table 11: Average TE Project Length by Category, 2003-2011 ($ millions)

TE Category	Number of Projects	Total Project Length (miles)	Average Project Length (miles)
Bicycle/pedestrian trail	80	110.6	1.4
Streetscape	9	13.6	1.5
Historic preservation and archaeological	6	2.2	0.5
Scenic and environmental	1	NA	NA

Note: Project length is not reported for two historic preservation/archaeological projects, nor the scenic and environmental project.

Additional key points derived from the TE data include:

- Sixty-eight of 96 projects (71 percent) dedicated at least a portion of the funds to sidewalk, trail, and/or trailhead components.
    - Three projects had on-street bike lane components (total project value of $3,245,200).
- One project had a right-of-way preservation component (total project value of $440,000).
- Twenty-six of 96 projects (27 percent) dedicated at least a portion of the funds to a trail bridge or underpass.
    - Two projects had bridge preservation components (total project value of $2,160,000).
- One project had a water quality component (total project value of $248,000).

BIR Results

The average BIR funding was $10.4 million per funding cycle between 2003 and 2011. The majority of these funds were allocated to the Cities of Minneapolis and St. Paul (receiving 56 percent, or $5.7 million), Hennepin County (receiving 31 percent, or $16.1 million), and MnDOT (receiving 12 percent, or $6.2 million) (see Table 12). Many bridge improvement/replacement projects included pedestrian and bicycle facilities, and in many cases they were also located on transit corridors. The funding amounts per solicitation cover two program years.

Table 12: Applicants for BIR Federal Funding, 2003-2011($ millions)

Applicant	% of BIR Funds Received
St. Paul	32
Hennepin County	31
Minneapolis	24
MnDOT	12
Anoka County	1
Ramsey County	1

Appendix A:
Regional Solicitation Schedule

Table A1: Regional Solicitation Schedule

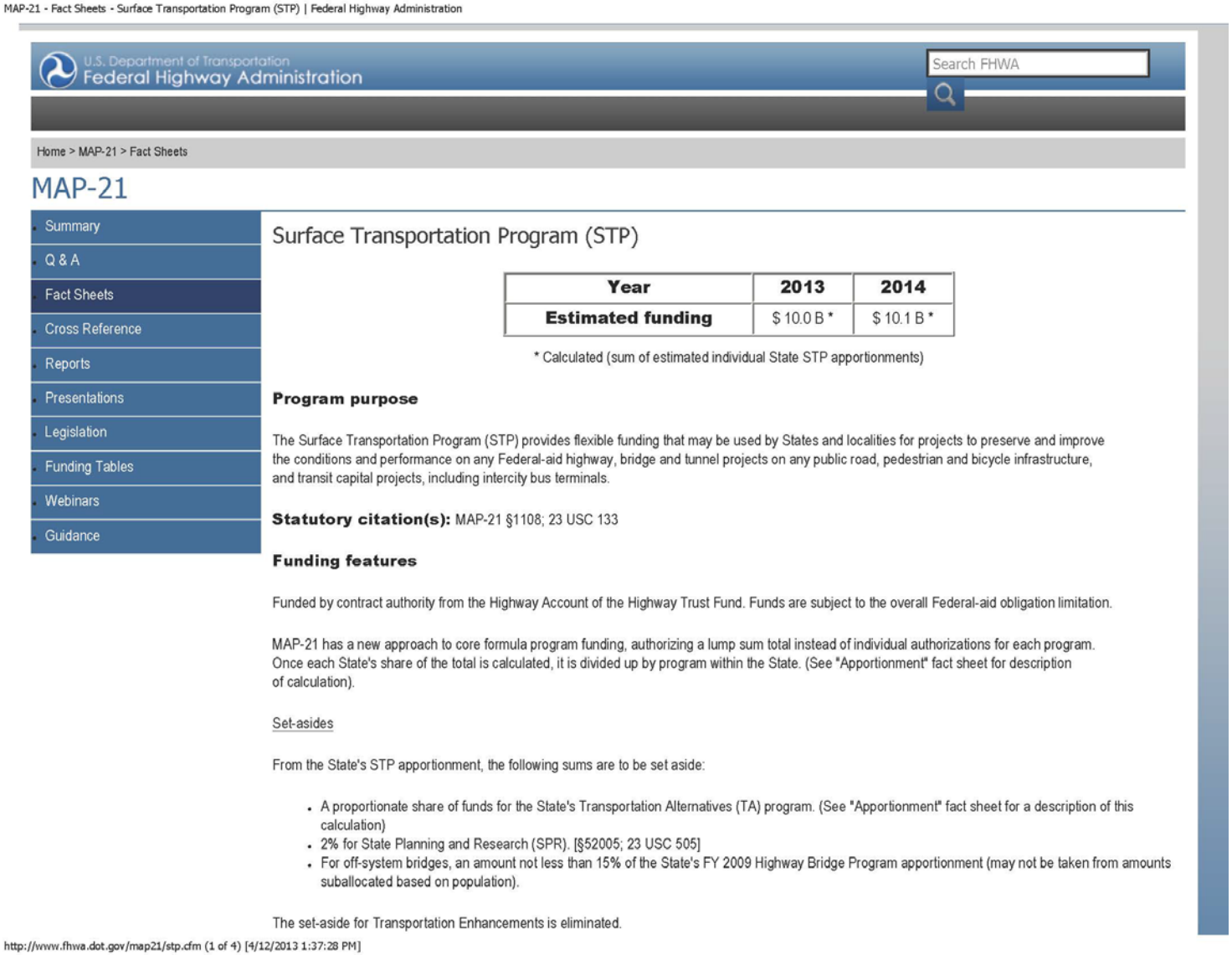
4-Step Process	Date	Process
Step 1: Criteria and Process Review	5/2010 – 1/2011	TAC Funding & Programming Committee (F&PC) develops solicitation criteria and process for projects funded through the STP-UG, CMAQ, TE, and BIR Programs based on direction from the TAB, discussion at the TAB's technical committees, and from issues raised during the previous Regional Solicitation.
	1/20/2011	TAC F&PC recommends adoption of the draft 2011 Regional Solicitation package for the purpose of holding a public meeting. The draft is forwarded to the Technical Advisory Committee (TAC).
	2/2/2011	TAC reviews the draft 2011 Regional Solicitation package. The TAC may modify the solicitation package and recommends approval of the draft 2011 solicitation package to the TAB Programming Committee.
	2/16/2011	TAB Programming Committee and the full TAB review the draft 2011 solicitation package. The TAB Programming Committee and full TAB may modify the solicitation package before approving it for the purpose of holding a public meeting. The approved draft 2011 solicitation package is made available to the public on the Met Council's website and through the Council's Data Center, and the public meeting is announced on the Met Council's website. Staff sends announcements to all known prospective applicants.
	3/2/2011	A public meeting is held to discuss the solicitation criteria and process and to explain the federal programs following adjournment of the TAC meeting. Written or emailed comments are accepted until March 4.
	3/2/2011 – 3/10/2011	Staff prepares responses to the public comments and forwards a report to the TAC F&PC.
	3/17/2011	TAC F&PC reviews the list of comments and staff responses, and may recommend modifying the draft solicitation package before recommending adoption of the final 2011 Regional Solicitation package to the TAC.
	4/6/2011	TAC reviews the public comments, staff responses and any revisions from the TAC F&PC. The TAC may also modify the solicitation package before forwarding it to the TAB Programming Committee and full TAB for adoption as the final 2011 Regional Solicitation package.
	4/13/2011	TAB presents the draft 2011 Regional Solicitation to the Met Council as an information item.
	4/20/2011	TAB Programming Committee and full TAB review the revised 2011 solicitation package recommended by the TAC. The TAB Programming Committee and full TAB may modify the solicitation package before adopting it. The TAB forwards the adopted 2011 Regional Solicitation package to the Metropolitan Council for concurrence.
	4/21/2011	TAC F&PC names project scoring group chairs and begins staffing the scoring groups.
	4/25/2011	The Metropolitan Council's Transportation Committee reviews the 2011 solicitation package and recommends it to the Metropolitan Council for concurrence.
Step 2: Solicitation for Projects	5/11/2011	The Metropolitan Council concurs with TAB adoption of the 2011 Regional Solicitation package.
	5/12/2011	TAB solicits for STP, CMAQ, TE, and BIR projects. Staff sends announcements to local governments and other organizations and directs interested applicants to the Met Council website where all the solicitation materials are accessible. Hard copies are also available from the Met Council Data Center.
	5/18/2011	The TAB adopts the regional roadway functional classification map identifying roadways eligible for funding through the Regional Solicitation.

Table A1 Continued: Regional Solicitation Schedule

4-Step Process	Date	Process
Step 2: Continued: Solicitation for Projects	6/2011	Met Council and TAB host a workshop on the STP-UG, CMAQ, TE and BIR programs. Staff describes each program, eligibility requirements, and scoring criteria and answers questions.
	6/2011	TAB hosts a workshop on estimating transit ridership for CMAQ Transit Expansion applications. The workshop may also be stored as a video or PowerPoint on the Met Council website.
	6/30/2011	Deadline for staffing the project scoring groups.
	7/18/2011	STP-UG, CMAQ, TE, and BIR applications are due by 5:00 PM.
Step 3: Qualifying and Scoring	7/19/2011 – 8/18/2011	Staff logs in all the applications and reviews the qualifying criteria responses of all applications. Staff meets with the chair of each scoring group to discuss the qualifying criteria review, and may consult with the FHWA field office. Staff prepares a report for the TAC F&PC. Staff notifies the applicants if their project appears not to meet the qualifying criteria and invites them to the TAC F&PC meeting to defend their application.
	8/25/2011 (fourth Thursday)	Staff presents the list of projects that may not meet the qualifying criteria and applicants may defend their applications. The TAC Funding and Programming Committee votes on each qualifying issue and reports their decisions to the TAC at their August meeting. The TAC F&PC votes on each qualifying issue.
	8/26/2011 – 10/13/2011	Scoring groups meet and evaluate the applications. They develop ranked lists of projects in all four federal programs.
	10/20/2011	The TAC F&PC approve the ranked lists of projects and make them available on the Met Council website. Applicants are notified that the scores are available and requests for scoring reevaluations of specific criteria can be submitted.
Step 4: Award of Funds	11/4/2011	Scoring reevaluation requests are due.
	11/4/2011 – 11/15/2011	Staff reviews all the scoring reevaluation requests, consults with the individual scorer and chair and prepares a report for TAC F&PC.
	11/17/2011	The TAC F&PC discusses the scoring reevaluation report prepared by staff. The TAC F&PC votes on all scoring reevaluations and adjusts the project scores and rankings if necessary. Final scores are forwarded to the TAC and TAB for information.
	11/18/2011 – 12/10/2011	Staff develops funding options for the STP-UG, CMAQ, TE and BIR categories based on anticipated available funding in the programs, adopted procedures and guidance from the TAB.
	12/17/2011	TAC F&PC considers the funding options presented by staff and votes to eliminate, modify or create additional options and forwards them to the TAC. Additional TAC F&PC meeting(s) may be necessary to develop funding options.
	1/4/2012	TAC reviews the funding options forwarded by TAC F&PC and may make adjustments. TAC forwards the options to the TAB Programming Committee.
	1/18/2012	TAB Programming Committee reviews the funding options and may vote to recommend one to the full TAB for selection. The full TAB may vote to award awards funds and direct staff to include them into the draft 2013-2016 TIP.

Appendix B:
FHWA MAP-21 fact sheets

Figure B1: FHWA MAP-21 STP Fact Sheet



MAP-21 - Fact Sheets - Surface Transportation Program (STP) | Federal Highway Administration

U.S. Department of Transportation
Federal Highway Administration

Search FHWA

Home > MAP-21 > Fact Sheets

MAP-21

- Summary
- Q & A
- Fact Sheets
- Cross Reference
- Reports
- Presentations
- Legislation
- Funding Tables
- Webinars
- Guidance

Surface Transportation Program (STP)

Year	2013	2014
Estimated funding	$ 10.0 B *	$ 10.1 B *

* Calculated (sum of estimated individual State STP apportionments)

Program purpose

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Statutory citation(s): MAP-21 §1108; 23 USC 133

Funding features

Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

MAP-21 has a new approach to core formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's share of the total is calculated, it is divided up by program within the State. (See "Apportionment" fact sheet for description of calculation).

Set-asides

From the State's STP apportionment, the following sums are to be set aside:

- A proportionate share of funds for the State's Transportation Alternatives (TA) program. (See "Apportionment" fact sheet for a description of this calculation)
- 2% for State Planning and Research (SPR). [§52005; 23 USC 505]
- For off-system bridges, an amount not less than 15% of the State's FY 2009 Highway Bridge Program apportionment (may not be taken from amounts suballocated based on population).

The set-aside for Transportation Enhancements is eliminated.

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Figure B1 Continued: FHWA MAP-21 STP Fact Sheet

Suballocation

50% of a State's STP apportionment (after TA and SPR set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population--

- *Urbanized areas with population greater than 200,000* -- This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors.
- *Areas with population greater than 5,000 but no more than 200,000* -- Projects in these areas are to be identified for funding by the State in consultation with regional planning organizations, if any.
- *Areas with population of 5,000 or less*

The remaining 50% may be used in any area of the State.

Federal share: Determined in accordance with 23 USC 120, including a special rate for certain safety projects and a new provision for increased Federal share for projects incorporating Innovative Project Delivery. Exceptions to 23 USC 120 are provided for certain freight projects, workforce development, training, and education activities, and Appalachian development highway system projects. (See "Federal Share" fact sheet).

Eligible activities

STP eligibilities are continued, with some additions and modifications. Eligibilities are described below, with changes emphasized:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, **preservation**, or operational improvements for highways, **including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501**.
- Replacement, rehabilitation, **preservation, protection**, and anti-icing/deicing for bridges **and tunnels** on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges **and tunnels** on a Federal-aid highway.
- **Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.**
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, **including electric and natural gas vehicle charging infrastructure**, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, **installation of safety barriers and nets on bridges**, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- **Transportation alternatives** --newly defined, includes most transportation enhancement eligibilities. [See separate "Transportation Alternatives" fact sheet]
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.

Figure B1 Continued: FHWA MAP-21 STP Fact Sheet

- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- **Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs**.
- **Recreational trails projects.**
- **Construction of ferry boats and terminals.**
- **Border infrastructure projects.**
- **Truck parking facilities.**
- **Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.**
- **Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.**
- **Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.z**

Workforce development, training, and education activities are also an eligible use of STP funds.

[§1109; 23 USC 504(e)]

Location of Projects

In general, STP projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural suballocation on minor collectors. Other exceptions include: ADHS local access roads, bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, and minor collectors in NHS corridors.

Program features

Off-system bridges

- States are required to obligate a portion of funds (not from suballocated amounts) for bridges not on Federal-aid highways (off-system bridges). The amount is to be not less than 15% of the State's FY 2009 Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs.
- Credit for off-system bridges -- For projects to replace or rehabilitate deficient off-system bridges funded wholly by State/local sources, any amounts spent post-enactment that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

Rural minor collectors

Special rule allows States to use up to 15% of funds suballocated for areas with a population of 5,000 or less on rural minor collectors. The Secretary may suspend permission if the State is using the authority excessively.

Bridge and tunnel inspection standards

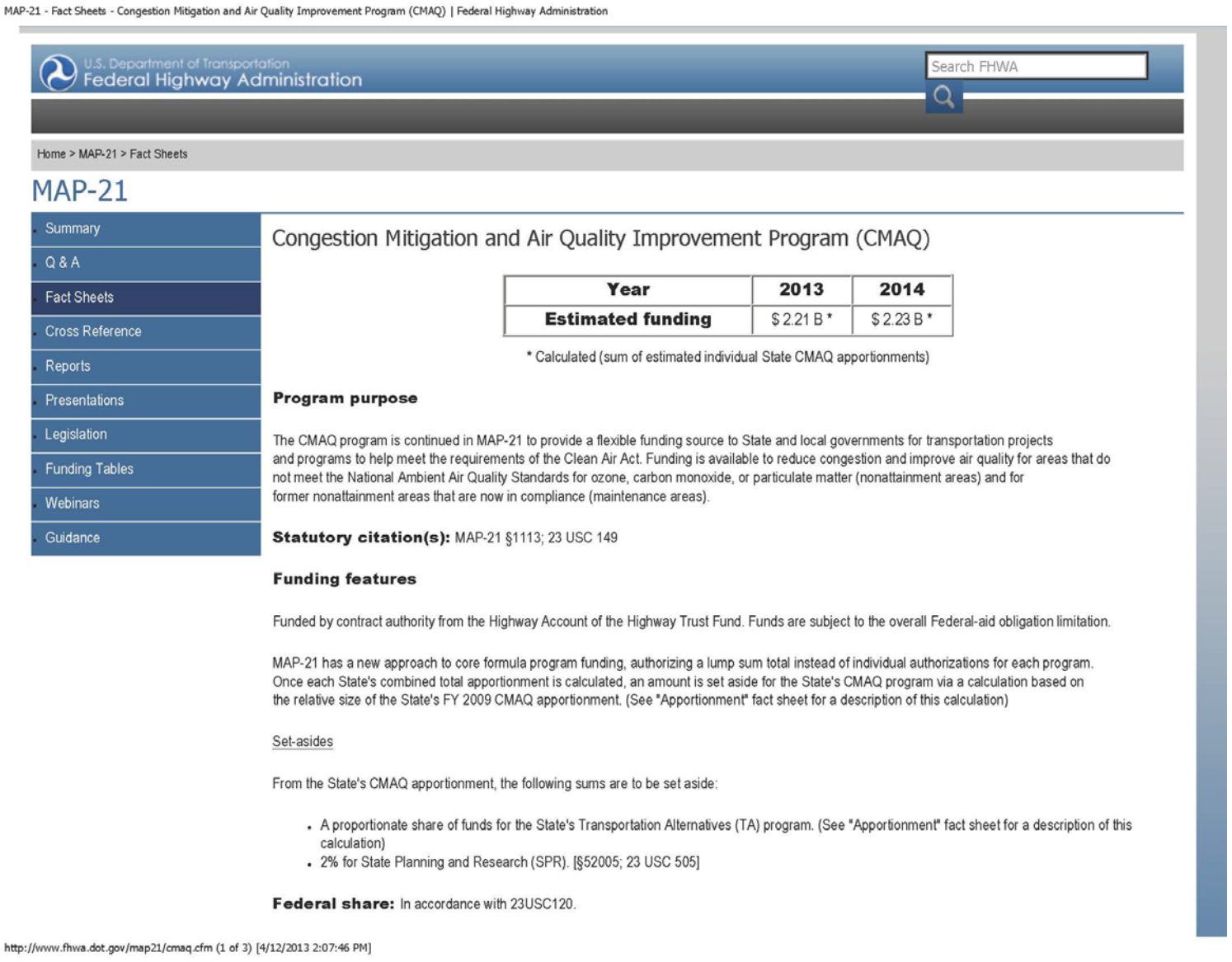
Figure B1 Continued: FHWA MAP-21 STP Fact Sheet

If a State is in noncompliance with bridge/tunnel inspection standards established by the Secretary, a portion of STP funds must be used to correct the problem. [§1111; 23 USC 144(h)(5)]

Performance

The STP supports national performance goals, but there are no measures tied specifically to this program.

Figure B2: FHWA MAP-21 CMAQ Fact Sheet



MAP-21 - Fact Sheets - Congestion Mitigation and Air Quality Improvement Program (CMAQ) | Federal Highway Administration

U.S. Department of Transportation
Federal Highway Administration

Search FHWA

Home > MAP-21 > Fact Sheets

MAP-21

- Summary
- Q & A
- Fact Sheets
- Cross Reference
- Reports
- Presentations
- Legislation
- Funding Tables
- Webinars
- Guidance

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Year	2013	2014
Estimated funding	$ 2.21 B *	$ 2.23 B *

* Calculated (sum of estimated individual State CMAQ apportionments)

Program purpose

The CMAQ program is continued in MAP-21 to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Statutory citation(s): MAP-21 §1113; 23 USC 149

Funding features

Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

MAP-21 has a new approach to core formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, an amount is set aside for the State's CMAQ program via a calculation based on the relative size of the State's FY 2009 CMAQ apportionment. (See "Apportionment" fact sheet for a description of this calculation)

Set-asides

From the State's CMAQ apportionment, the following sums are to be set aside:

- A proportionate share of funds for the State's Transportation Alternatives (TA) program. (See "Apportionment" fact sheet for a description of this calculation)
- 2% for State Planning and Research (SPR). [§52005; 23 USC 505]

Federal share: In accordance with 23USC120.

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Figure B2 Continued: FHWA MAP-21 CMAQ Fact Sheet

Eligible activities

Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and be included in the Metropolitan Planning Organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.

Some specific eligible activities are described below:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Purchase of diesel retrofits or conduct of related outreach activities.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.
- Some expanded authority to use funds for transit operations.

Workforce development, training, and education activities are also an eligible use of CMAQ funds.

[§1109; 23 USC 504(e)]

Program features

Some existing provisions are explicitly highlighted:

- *PM-10 non-attainment* -- A State may obligate CMAQ funds for projects for PM-10 non-attainment areas without regard to type of air quality standard it addresses.
- *HOV facilities* -- No funds may be used to add capacity except HOV facilities that are available to SOV only at off-peak times.

State flexibility

- A State *without* a nonattainment or maintenance area may use its CMAQ funds for any CMAQ- or STP-eligible project.
- States *with* a nonattainment or maintenance area that received a minimum apportionment in FY 2009 may use an amount of its current CMAQ funds for any STP-eligible project. The amount is based on the proportion of the State's FY 2009 CMAQ apportionment that could be obligated in any area of the State for STP projects.
- The amount that may be obligated in any area of the State for STP-eligible projects is to be adjusted if a new nonattainment area is designated or a nonattainment area redesignated as an attainment area.

Evaluation of projects

- The Secretary must maintain and disseminate a cumulative database describing the impacts of projects, including project name, location, sponsor, cost, and cost-effectiveness (based on reduction in congestion and emissions) to the extent already measured.
- The Secretary, in consultation with EPA, shall evaluate cost effectiveness of projects periodically, for use by States and MPOs in project selection.

Figure B2 Continued: FHWA MAP-21 CMAQ Fact Sheet

Optional programmatic eligibility

At the discretion of an MPO, a technical assessment of a selected program of projects may be conducted through modeling or other means. If the required emissions reduction is demonstrated, no further demonstration is needed for individual projects included.

PM 2.5 areas

MAP-21 calls for a State with PM 2.5 (fine particulate matter) nonattainment or maintenance areas to give priority to using funds for projects proven to reduce PM 2.5 emissions in such areas; eligible projects to mitigate PM 2.5 include diesel retrofits.

CMAQ outcomes assessment study

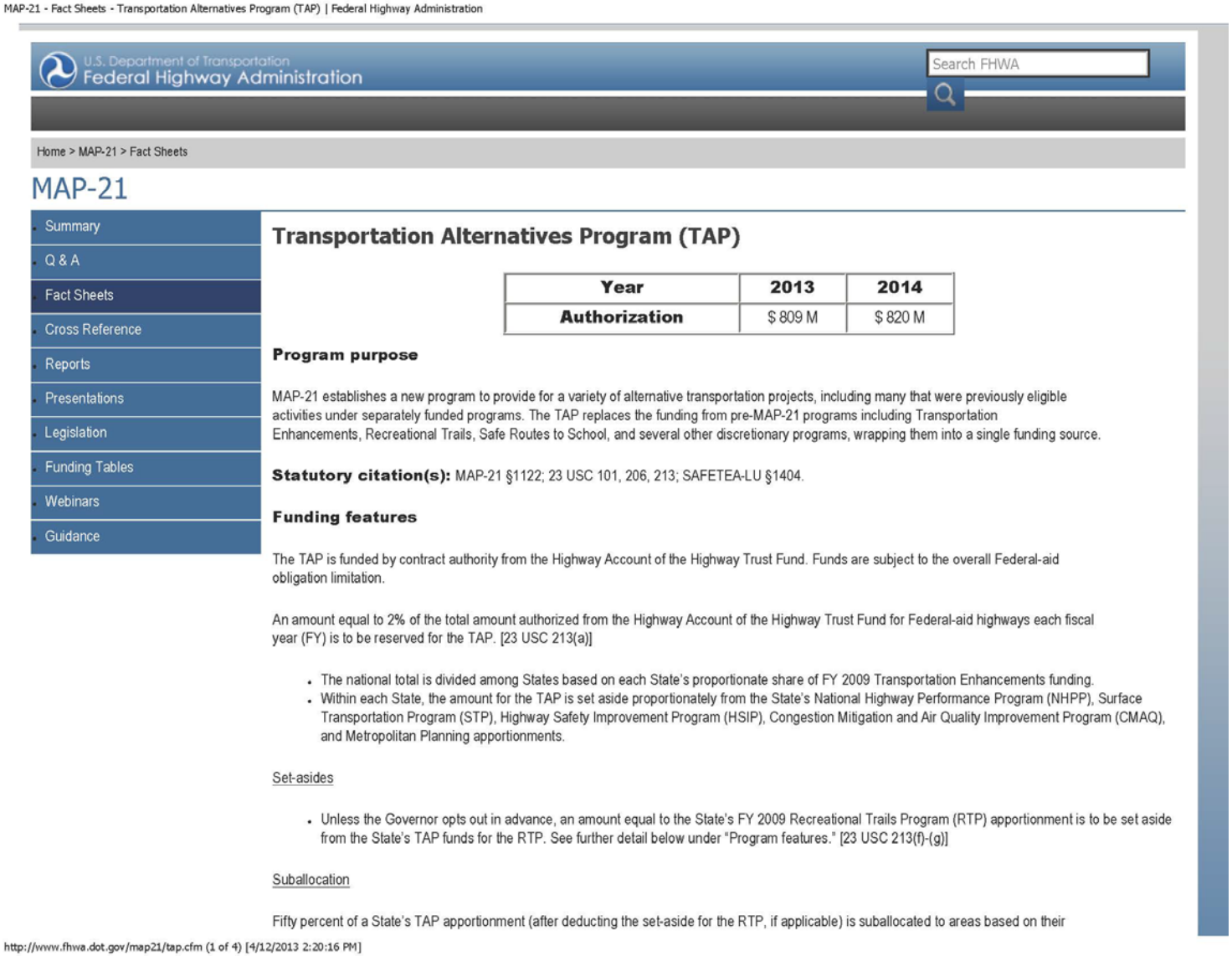
- The Secretary, in consultation with EPA, will assess emission reductions, air quality and health impacts of actions funded under the CMAQ program since the enactment of SAFETEA-LU.
- To be performed by an independent scientific research organization.
- Scoping report due within 1 year; final report within 2 years of enactment.
- Funded by up to $1 million set aside from the amount authorized for FHWA's Administrative expenses.

Performance

The CMAQ program has new performance-based features.

- Within 18 months of enactment, the Secretary, in consultation with States, MPOs, and other stakeholders, is directed to publish a rulemaking establishing measures for States to use to assess traffic congestion and on-road mobile source emissions. [§1203; 23 USC 150(c)]
- States are required to establish targets for these measures within 1 year of the final rule on national performance measures. [§1203; 23 USC 150(d)]
- Each MPO with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets. [§1113; 23 USC 149(l)]

Figure B3: FHWA MAP-21 TA Fact Sheet



MAP-21 - Fact Sheets - Transportation Alternatives Program (TAP) | Federal Highway Administration

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Search FHWA

Home > MAP-21 > Fact Sheets

MAP-21

- Summary
- Q & A
- Fact Sheets
- Cross Reference
- Reports
- Presentations
- Legislation
- Funding Tables
- Webinars
- Guidance

Transportation Alternatives Program (TAP)

Year	2013	2014
Authorization	$ 809 M	$ 820 M

Program purpose

MAP-21 establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

Statutory citation(s): MAP-21 §1122; 23 USC 101, 206, 213; SAFETEA-LU §1404.

Funding features

The TAP is funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

An amount equal to 2% of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year (FY) is to be reserved for the TAP. [23 USC 213(a)]

- The national total is divided among States based on each State's proportionate share of FY 2009 Transportation Enhancements funding.
- Within each State, the amount for the TAP is set aside proportionately from the State's National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Metropolitan Planning apportionments.

Set-asides

- Unless the Governor opts out in advance, an amount equal to the State's FY 2009 Recreational Trails Program (RTP) apportionment is to be set aside from the State's TAP funds for the RTP. See further detail below under "Program features." [23 USC 213(f)-(g)]

Suballocation

Fifty percent of a State's TAP apportionment (after deducting the set-aside for the RTP, if applicable) is suballocated to areas based on their

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Figure B3 Continued: FHWA MAP-21 TA Fact Sheet

relative share of the total State population, with the remaining 50 percent available for use in any area of the State. The suballocation is made in the same manner as for STP funds. [23 USC 213(c)] [See the Qs & As on Suballocation of Apportioned Funds for additional detail.]

Transfer of funds

A State may transfer up to 50% of its TAP funds to NHPP, STP, HSIP, CMAQ, and/or Metropolitan Planning. The amount transferred must come from the portion of TAP funds available for use anywhere in the State (no transfers of suballocated TAP funds, or funds set aside for the RTP). [§1509; 23 USC 126]

Federal share: The Federal share for most projects is determined in accordance with 23 USC 120. Federal share for projects funded from funds set aside for the RTP are determined in accordance with 23 USC 206(f).

Eligible activities

Funds may be used for projects or activities that are related to surface transportation and described in the definition of "Transportation Alternatives." [23 USC 101(a)(29)]

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
  - inventory, control, or removal of outdoor advertising;
  - historic preservation and rehabilitation of historic transportation facilities;
  - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
  - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
  - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined Transportation Alternatives (as described above), the

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA–LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Workforce development, training, and education activities are also eligible uses of TAP funds. [§52004; 23 USC 504(e)]

Program features

Selection of projects

Figure B3 Continued: FHWA MAP-21 TA Fact Sheet

- In general, TAP funds are administered by the State DOT. States administer the RTP through a designated State agency or agencies, which may or may not be the State DOT. [23 USC 206(c) and 213(f)]
- TAP funds must be obligated for eligible projects submitted by eligible entities (see below) through a competitive process. [23 USC 213(c)]
- Funds suballocated to urbanized areas over 200,000 must be on the Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP). The MPO, through a competitive process, selects the projects in consultation with the State from proposed projects submitted by eligible entities. [23 USC 213(c)]
- Funds suballocated to small urban areas and rural areas will be administered by the State. The State, through a competitive process, selects the projects from proposed projects submitted by eligible entities.

Eligible project sponsors

Under 23 USC 213(c)(4)(B), the eligible entities to receive TAP funds are:

- local governments;
- regional transportation authorities;
- transit agencies;
- natural resource or public land agencies;
- school districts, local education agencies, or schools;
- tribal governments; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

Under TAP, nonprofits are not eligible as direct grant recipients of the funds. Nonprofits are eligible to partner with any eligible entity on an eligible TAP project, if State or local requirements permit.

Treatment of projects

Projects funded under the TAP (excluding projects funded under the RTP set-aside) shall be treated as projects on a Federal-aid highway. [23 USC 213(e)]

Youth conservation corps

States and regional transportation planning agencies are encouraged to enter into contracts and cooperative agreements with qualified youth service or conservation corps to perform appropriate projects. Such contracts and cooperative agreements are exempt from some Federal-aid highway program contracting requirements. [§1524]

Recreational Trails Program

To provide for the continuation of recreational trails projects, MAP-21 requires each State to set aside a portion of its TAP funds for projects relating to recreational trails under 23 USC 206. [23 USC 213(f)-(g)]

- The amount to be set aside is equal to each State's FY 2009 RTP apportionment.
- 1% of the set-aside funds are to be returned for FHWA administration of the RTP.
- A State may opt out of this set-aside if the Governor notifies the Secretary no later than 30 days prior to the start of a fiscal year. A State opting out may not use TAP funds for RTP administrative costs for that fiscal year.
- If the State does not opt out of the RTP, the RTP provisions and requirements remain unchanged.

Figure B3 Continued: FHWA MAP-21 TA Fact Sheet

Safe Routes to School (SRTS)

- States have the option to continue eligible SRTS program activities from section 1404 of SAFETEA-LU.
- States are not required to have a State SRTS coordinator but they may use TAP funds to support this position.