Federal STP-UG Funding Application (Form 1)

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. **Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form. (Form 2)**	Office Use Only

I. GENERAL INFORMATION

1. APPLICANT:			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS:			
CITY:	STATE:	ZIP CODE:	4. COUNTY:
5. CONTACT PERSON:	TITLE:		PHONE NO. ( )
CONTACT E-MAIL ADDRESS:			

II. PROJECT INFORMATION

6. PROJECT NAME:

7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc...):

8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored.

"A" Minor Arterials:

☐Reliever	☐Expander	☐Non-Fwy. Principal Arterial
☐Connector	☐Augmenter	☐Bikeway/Walkway

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes ☐ No ☐

If yes, please identify the source(s):

10. FEDERAL AMOUNT: $	13. MATCH % OF PROJECT TOTAL:
11. MATCH AMOUNT: $	14. SOURCE OF MATCH FUNDS:
12.* PROJECT TOTAL: $	15. REQUESTED PROGRAM YEAR (CIRCLE): ☐2015 ☐2016
16. SIGNATURE	17. TITLE:

*Figure should match the subtotal on the Project Elements and Construction Cost table

Form 2: PROJECT INFORMATION

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

ROAD SYSTEM_____ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD_____(Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From:_____

To:_____
(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK _____

_____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO._____ NEW BRIDGE/CULVERT NO. _____

STRUCTURE IS OVER _____

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table. Applicants may instead use the more exhaustive checklist of the Mn/DOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	**ITEM**	**COST**
☐	**Mobilization (approx. 5% of total cost)**	**$**
☐	**Removals (approx. 5% of total cost)**	**$**
☐	**Roadway (grading, borrow, etc.)**	**$**
☐	**Roadway (aggregates and paving)**	
☐	**Subgrade Correction (muck)**	**$**
☐	**Storm Sewer**	**$**
☐	**Ponds**	**$**
☐	**Concrete Items (curb & gutter, sidewalks, median barriers)**	**$**
☐	**Pedestrian Curb Ramps (ADA)**	**$**
☐	**Path/Trail Construction**	**$**
☐	**Traffic Control**	**$**
☐	**Striping**	**$**
☐	**Signing**	**$**
☐	**Lighting**	**$**
☐	**Turf - Erosion & Landscaping**	**$**
☐	**Bridge**	**$**
☐	**Retaining Walls**	**$**
☐	**Noise Wall**	**$**
☐	**Traffic Signals**	**$**
☐	**Wetland Mitigation**	**$**
☐	**Other Natural and Cultural Resource Protection**	**$**
☐	**RR Crossing**	**$**
☐		
☐		
☐		
☐		
☐		
☐		
☐	**Contingencies**	
	TOTAL CONSTRUCTION COST	**$**

Maps and Photos

All applications must include the following:

1. A map of the project limits. If it is a road project, highlight the segment of road to be constructed on a city or county roadway map. If it is a trail project, highlight the segment of trail to be constructed on a map that includes trails, bikeways or roadways. Applicants may include more than one map if the project impacts both a roadway and trail system.

2. An aerial photograph or photographs that show(s) the location of the project as it is today **OR** a plan view of the existing roadway that shows the roadway geometry and any bicycle, pedestrian and transit components.

3. A concept drawing of the proposed improvements that shows the roadway geometry and any bicycle, pedestrian and transit components upon completion of the project.

4. A 2030 Land Use Map(s) for all cities included within the project limits with TAZs identified. These can be obtained from the city's local comprehensive plan.

III. SURFACE TRANSPORTATION PROGRAM

PURPOSE: To provide a source of flexible federal funds to states and local governments to build highways, bridges, and pedestrian and bicycle facilities, improve transit systems and construct intermodal projects. The Surface Transportation Program also includes 10 percent setasides for safety construction projects and Transportation Enhancements.

GENERAL INFORMATION AND RESTRICTIONS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users, (SAFETEA-LU) was passed in 2005. The Act provides a record level of federal investment while reaffirming the priorities and funding flexibility established in the Intermodal Surface Transportation Efficiency Act (ISTEA). Title I, Federal Aid Highways, addresses highway funding (as opposed to Title III, Federal Transit Act Amendments that focus on transit). Title I includes, among others, the Surface Transportation Program (STP), which provides federal funds on a reimbursable basis. Transit capital projects and travel demand and system management programs and projects are also eligible under this program, however in this solicitation all applications for those types of projects should be submitted using the appropriate CMAQ forms and criteria. Under the federal program, STP funds can be used to accommodate other modes, and transportation planning, research and development are eligible activities. SAFETEA-LU expands and clarifies STP eligibility, such as environmental provisions (natural habitat mitigation, stormwater retrofit, and anti-icing and de-icing), programs to reduce extreme cold starts, modification of sidewalks to meet Americans with Disabilities Act (ADA) requirements, infrastructure-based intelligent transportation systems capital improvements, and privately owned intercity bus terminals and facilities. Regional policies, outlined beginning page 8, may limit the use of STP funds more strictly than federal guidelines.

The Twin Cities Metropolitan Area is allocated the urban area guaranteed portion of the STP funds described here. The region has programmed more than $611 million in STP Urban Guarantee funds for projects since the ISTEA was passed in December of 1991. SAFEATEA-LU expired on September 30, 2009, but Congress has extended the Act several times through September 30, 2011. A new federal transportation Act is expected to be passed during the summer of 2011, during this regional solicitation. At the start of this regional solicitation in May, 2011, the region does not know what the new Act could mean for STP-UG project eligibility or funding. Therefore, the region is unable to provide a target amount of STP-UG funds available in the 2011 regional solicitation. When the new Act is passed, the region will move quickly to determine how it impacts project eligibility as defined in this solicitation.

Applicants need to be aware of the time required to process projects using STP funds through MN/DOT's Office of State Aid for Local Transportation (SALT) process. Please review Appendix C before requesting a program year on the STP application form. Applicants may suggest a program year, but the final decision is up to the Transportation Advisory Board. The TAB intends to accommodate applicants' program year requests to the extent possible, but the decision will depend upon the amount of funds available for programming and the total amount requested.

The Transportation Advisory Board is responsible for the selection of projects that are to be financed in part with STP funds made available to the seven-county region. To implement this responsibility, the TAB has developed criteria and a transparent process to define eligibility and prioritize eligible projects. The region solicits for projects in six different STP categories: "A" Minor Arterial Relievers, Expanders, Augmenters and Connectors, Non-Freeway Principal Arterials, and Bikeway/Walkway. Transit Capital Expansion projects also may be funded by TAB through the STP program, but must be

submitted under the appropriate CMAQ program criteria. The solicitation package contains separate qualifying and prioritizing criteria for each of these categories. Applicants may not submit the same project in more than one STP category.

The TAB has requested that the Technical Advisory Committee develop recommendations for defining project eligibility for STP Urban Guarantee funding and establish a process to prioritize the eligible projects. The overall guidance for this process is provided by the following policies adopted by the TAB.

GENERAL POLICIES – FOR ALL STP CATEGORIES

1. The regional solicitation process is open to all seven metro area counties and all cities and townships within the seven metro area counties, all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, and the ten Regional Park System implementation agencies. Other local nonprofit agencies or parties and special governmental agencies may also apply for funding.

   Although many organizations may apply for STP funds through the regional solicitation, only certain ones can enter into an Agency Agreement with and set up an account to spend the STP funds to implement the project. The seven metro area counties, cities with population over 5,000 and state agencies can enter into an Agency Agreement directly with MN/DOT. All other applicants must find an eligible public agency sponsor.

   The public agency sponsor is the local unit of government of record and is responsible for working with the applicant to ensure that all project requirements are met. An Agency Agreement is written between MN/DOT and the local unit of government of record. The local unit of government will administer the project using the SALT Delegated Contract Process (DCP) for federal aid projects.

2. STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible.

3. STP funds cannot be used for studies, preliminary engineering, design, construction engineering, or other similar costs. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for STP funding unless included as part of a larger project which is otherwise eligible or specifically defined as eligible under an individual funding category. Right-of-way costs is not eligible as a stand-alone proposal but are eligible when included in a proposal to build transit hubs, transit terminals, park-and-ride or pool-and-ride lots, and bicycle and walkway projects.

4. A construction project must be a permanent improvement having independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work.

5. Although the TAB may award STP funds to transit expansion and transportation system management capital projects, the TAB does not solicit for those projects within the STP funding program. Those projects should be submitted under the CMAQ criteria in this solicitation package.

6. All projects must comply with the requirements of the Americans with Disabilities Act at a minimum. Designers of roadway projects should consult the Access Board's Public Rights-of-Way Accessibility guidelines.

7. A roadway improvement project, including staged projects, must be structurally capable of handling all applicable legal load limits; roadway projects must meet statutory load limits. The applicants must design the project to permit operation for all types of vehicles, except multiple trailer types (i.e., a 10-ton road under all conditions is required).

8. Projects on principal arterials that are of freeway design are not eligible for STP funds. Projects on non-freeway type principal arterials are eligible for funding, including projects that upgrade the facility to freeway design.

9. Projects will be added to the TIP only as a result of the TAB approval.

10. The construction cost of projects listed in the region's draft or adopted TIP is assumed to be fully-funded and to have independent utility from other projects. TAB will not consider projects already listed in the draft or adopted TIP, nor the payback of Advanced Construction funds for those projects, for funding through the solicitation process. Projects submitted that are related to projects listed in the draft or adopted TIP but that have independent utility from those projects are eligible for consideration.

11. In the 2011 regional solicitation, the TAB will not fund more than one project in each of the four "A" Minor Arterial categories that are within 3.5 miles of one another on a highway route as defined in Criterion A1 or within 7 miles of one another on a non-freeway principal arterial category route as defined in Criterion A1.

12. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited STP projects for the review and approval of the TAB. This report, the Annual Implementation Report, shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.

13. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope of an approved project.

14. The STP federal fund participation for each project will be updated and reported in the Annual Implementation Report on the STP-UG, CMAQ, TEP and BIR programs as the federal cost cap. Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2015 or 2016. When the selected projects are programmed, the TAB will add a small percentage extra to both the federal award and the non-federal match amount to account for anticipated inflation. The inflated amount in the TIP will not be adjusted further.

15. If a project is added to the STP program, the entire project is included even though a portion of that work may extend beyond the period for which submittals were requested, provided that a significant portion of the work is scheduled for letting within the request period.

16. Projects in the STP element of the TIP are specifically limited to the federal funding caps identified in the Metropolitan Council's Annual Implementation Report on regionally solicited and federally funded transportation improvement projects and programs. The federal funding will be capped as follows: federal funds shall not exceed 80% of the project costs. The federal amount listed for each project may be used to fund 80% of any identifiable useable element of the project and is the total that shall be authorized as plan specification and estimate approval for all advertisements of the project described. All eligible extra work and supplemental agreements will be federally funded if the total project costs remain under the cost cap. Any proposed change by the local agency to the federal cost cap will have to be presented to SALT and the Transportation Advisory Board. If the project exceeds the federal cost cap, the agency will be responsible to fund all additional work regardless if it is justifiable as an eligible expense. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the annual report at the time of approval.

17. Applicants can request up to a cap of $7,000,000 in STP funds for a specific "A" Minor Arterial Reliever, Expander, Augmenter project and for Non-Freeway Principal Arterial projects. Applicants can request up to a cap of $5,500,000 in STP funds for a specific "A" Minor Arterial Connector project or a Bikeway/Walkway project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the minimum federal amount for highway projects is $1,000,000 and $250,000 for bikeway/walkway projects. The applicant must show the requested federal amount, the non-federal match and total project cost on the cover page.

18. A STP project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the original program year as established by the TAB. Meeting the established sunset date shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix D.

    If a project has met the Criteria for Meeting Sunset Date requirements but STP funds are not presently available, that particular project will be placed on a waiting list for funds, in order of date of approval.

    If a project has met the sunset date requirements, the project contract should be let as soon as possible since the project will not be included in the next revision of the Transportation Improvement Program (TIP) and, therefore, will not be able to access federal funds.

19. STP projects requiring a grade-separated crossing between an STP project route and principal arterial of freeway design must be limited in STP funds to the federal share of those project costs identified as local (non-MN/DOT) cost responsibility using MN/DOT's Policy/Position Statement 84-2 and MN/DOT Policy Guidelines 6-1 and b-1 and 6.1. In the case of trunk highway STP projects, the policy guidelines should be read as if the trunk highway STP route is under local jurisdiction.

20. Design for all STP "A" Minor Arterial and Principal Arterial projects must meet the requirements of the Mn/DOT State Aid process. ~~will be constructed to Minnesota State Aid Standards. Exceptions~~ Design exceptions (for all federal projects) and variances to the State Aid standards (for projects using State Aid funds) are reviewed and may be granted during final design, **not** through this solicitation process. Depending on the project, more stringent standards may apply.

21. Applicants may not submit the same project proposal under more than one STP category.

22. The FHWA requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the FHWA. TAB has determined that this requirement will be applied to the project applicant. FHWA considers most physical constructions and total reconstructions to have a useful design life of 10 years or more, depending on the nature of the project. Bridge constructions and total reconstructions are considered to have useful lives of 50 years. The useful life of the project will be defined in the inter-agency maintenance agreement that must be prepared and signed prior to the project letting.

"A" MINOR ARTERIAL - RELIEVER

DEFINITION: **Relievers** provide direct relief for traffic on the metropolitan highway system. These roads include the closest routes parallel to the principal arterials within the urban areas. These roadways are proposed to accommodate medium length trips (less than 8 miles) as well as providing relief to congested principal arterials. Improvement focus is on providing additional capacity for through traffic.

Reliever projects must fall within one of the following types of projects: transportation system management, complete construction, reconstruction or rehabilitation of a segment of roadway along the entire project length; including transit, bikeway or walkway components in the corridor.

"A" Minor Arterial - Reliever Purpose/Vision

The Development Framework envisions a dense pattern of development and redevelopment in the existing urban areas. The "A" minor arterial relievers are located throughout the most built-up portion of the region where existing levels of congestion are the greatest. The "A" minor arterial relievers are intended to provide a travel option for the congested parallel principal arterials. The greater the demand, congestion and level of management on the principal arterial, the greater the need for investments on the reliever route. Those relievers that provide greater people moving capacity and congestion relief are more important to the region.

GENERAL INFORMATION AND RESTRICTIONS

A construction project must be a permanent improvement between logical termini (roadways of equal or higher functional classification) having independent utility. The term "independent utility" means the project provides benefits to air quality, crash reduction, etc… by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

The project must result in a completed segment which meets current design standards and which has an anticipated service life approximately that of a new facility. The project, including staged projects, must be structurally capable of handling all anticipated legal load limit vehicles. STP funds can be used for transit facilities as part of the overall project, and can be requested within the Reliever application.

STP funds can only be used for project implementation or construction costs, such as excavation, construction, materials, and clean-up. They **cannot** be used for right-of-way acquisition, study completion, engineering, design, or other similar costs. Further, STP funds **cannot** be used for noise barriers, drainage projects, fences, landscaping, or other similar costs as stand-alone projects. These items are eligible as part of a larger, eligible construction project.

The benefits and costs of the project shall be estimated over the same eligible project length. The total project cost is defined as all construction components including components ineligible for federal funds. The total project cost does not include pre-construction costs or right-of-way.

Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2015 or 2016. When the selected projects are programmed, the TAB will increase both the federal amount and the non-federal match amount to account for any anticipated inflation. The inflated amount of federal funding in the TIP will not be adjusted further.

"A" MINOR ARTERIAL - RELIEVER - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. The project must be consistent with the policies in the Metropolitan Council's officially adopted Metropolitan Development Guide, which includes the Transportation Policy Plan (TPP) (2010) and the Regional Development Framework (2004). Consistency with the TPP includes its appendix, which contains the regional functional classification criteria. Funding allocation to projects involving interchange construction and reconstruction on the Principal Arterial system (regardless of whether the project is on the Principal Arterial or and intersecting "A" Minor Arterial) are made conditional on the successful completion of the Highway Interchange Requests Procedures described in Appendix E of the Transportation Policy Plan. The applicant must list the documents and corresponding policy numbers or portions of text that help illustrate the project's consistency.

RESPONSE:

2 The project must be included in, be part of, or address a transportation ~~relate to a~~ problem or need ~~or direction discussed~~ identified in one of the following: 1) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study (trunk highway studies must be approved by Mn/DOT and Metropolitan Council); or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

3. The proposed project must be identified as on an "A" Minor Arterial Reliever shown on the TAB approved roadway functional classification map adopted by the TAB on or before May 18, 2011 and recorded in the Council's electronic file. The vast majority of the project must be physically located on the "A" Minor Arterial Expander roadway between logical termini. The project may include construction on small portions of non-eligible roads, as long as the construction is essential to the operation of the entire project. Examples include but are not limited to reconstruction of the approaches on intersecting collector roads and construction or reconstruction of on-ramps or off-ramps. The applicant must provide a map or sketch of the project relative to the "A" Minor Arterial Reliever system.

RESPONSE:

5. STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. The applicant must describe the proposed project and state that the application includes only the eligible components.

RESPONSE:

6. Studies, preliminary engineering, design, construction engineering, etc. are not eligible for STP funding and should not be included in the required local match or the total project cost. Right-of-way costs are not eligible for STP funding and should not be included in the required non-federal match or the total project cost. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for STP funding as stand-alone projects, but are eligible if included as part of a larger, eligible project. The applicant must state that pre-construction work and ROW costs are not part of the total project cost in this application.

RESPONSE:

7. An STP construction or reconstruction project must be a permanent improvement. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages add to, rather than replace, previous work. The applicant must state that the proposed project is a permanent improvement and does not replace any regionally funded project that was opened to traffic within five years.

RESPONSE:

8. Applicants can request up to a cap of $7,000,000 in STP funds for a specific "A" Minor Arterial Reliever project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the project's federal cost must exceed $1,000,000. The applicant must show the requested federal amount and total project cost on the cover page.

RESPONSE:

9. STP funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any STP project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project's construction.

RESPONSE:

10. The applicant must include a letter from the agency with jurisdiction over the road indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MN/DOT and the Federal Highway Administration.

RESPONSE:

"A" MINOR ARTERIAL - RELIEVER - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

A. Relative importance of the route as an "A" Minor Arterial Reliever. 100 points

Although all Reliever routes parallel an urban principal arterial, the relative importance of each Reliever is not the same. Some Relievers play a more significant role than others do in providing an alternative route for medium distance trips and reducing demand on congested metro area principal arterials. The following criteria are intended to measure the relative importance of each Reliever route submitted for funding in this solicitation.

Definition and characteristics of the Reliever route.

0-100 points The applicant must respond to all three items below and provide a map to help answer items a) and b). The Reliever 'route' is defined as the uninterrupted length of the arterial that parallels a principal arterial. The route may be an existing or planned road on the TAB adopted system. The route may be longer than the proposed project and include more than one street name, but it must be continuous. The endpoints of the route must be a principal or other "A" minor arterial, and the route cannot be more than eight miles in length. Two projects on the same route will not be selected unless they are at least 3.5 miles apart. Points under this criterion are assigned based on the length of the Reliever route, the current and forecasted traffic volume on the Reliever route and the current transit ridership on the Reliever route.

a) Provide the length of the Reliever route in miles.

RESPONSE:

b) Provide the current (2009) and forecasted (2030) average daily traffic volume at two or more locations on the Reliever route. MN/DOT 50-series maps should be used for current counts. Use approved city or county comprehensive plans, Met Council, accepted State Aid traffic factors by county, or a transportation study with documented acceptable forecasting methodology for forecasted volume.

RESPONSE:

c) Is public transit currently provided on this Reliever route and its corresponding section of Principal Arterial? If yes, the Metropolitan Council will provide the project scorers with current average annual ridership based on the project location map and description.

RESPONSE:

B. Deficiencies and Solutions on Reliever and on Principal Arterial Being Relieved 350 points

The regional solicitation process is one means of implementing regional plans. The region's Transportation Policy Plan states that the regional highway and street system will be preserved, managed, improved and expanded to support existing and planned land uses and safety and mobility needs consistent with the Regional Development Framework, the Transportation Policy Plan and approved local and county comprehensive plans. The following criteria reflect these objectives.

1. **Crash Reduction.**

0-50 points On the Principal Arterial being relieved: Provide data showing the frequency of traffic crashes expressed as crashes per million vehicle miles on the corresponding section of principal arterial. The principal arterial being relieved should be approximately the same length as the project limits on the reliever. Only one principal arterial may be relieved. The applicant must request from Mn/DOT Metro Traffic Engineering∗, the crash rate for the principal arterial being relieved. The rate received from Mn/DOT will include mainline crashes only. Crash rates will be based on TIS data for 2007-2009.

RESPONSE:

0-50 points On the Reliever: Calculate the total number of crashes reduced due to improvements on the 'A' Minor Arterial Reliever made by the proposed project. Points will be awarded based on the total three-year number of crashes projected to be reduced by the proposed project. The applicant must base the estimate of crash reduction on the methodology found in Appendix E. The applicant must obtain data on crashes for the existing section scheduled for improvement from Mn/DOT's TIS system, and must use data from 2007 through 2009.

RESPONSE:

2. **Air Quality.** The Transportation Policy Plan strongly supports environmental considerations when making transportation funding decisions. The Council supports funding priorities for transportation projects that ensure prevention of air quality violations through the reduction of mobile source emissions.

The applicant must show that the project will reduce emissions and help the region to maintain its attainment of federal carbon monoxide standards. All assumptions and calculations must be clearly documented and explained in order to receive points. The applicant must include documentation of how the VMT reduction was determined and specify the speed used for the assumptions. Speed assumptions shall be based on the methodology found in Appendix F. Points under this criterion will be awarded based on the reduction of carbon monoxide (CO), nitrogen oxide (NOx), and/or volatile organic compounds (VOC) emissions the proposed project is expected to provide.

0-100 points The applicant must demonstrate through a quantitative analysis that CO, NOx, and/or VOC emissions (in KILOGRAMS/DAY) will be reduced compared to the no-build alternative. The applicant must estimate CO, NOx, and/or VOC emissions reductions using the MOBILE6 emissions factors and vehicle emissions reduction worksheet in Appendix G.

RESPONSE:

3. **Congestion Reduction.**

∗ Applicants should request crash data from Mn/DOT as early as possible. An agency that wishes to dispute the results of their crash data requests can contact Ryan Coddington at 651-234-7841 (or Ryan.Coddington@state.mn.us) to reconcile those differences.

0-75 points On the Principal Arterial being relieved: The applicant needs to show the hours per day the current volume exceeds the design capacity in either direction. The applicant should obtain needed data directly from Mn/DOT or a local data source if available, and provide documentation to illustrate accuracy. To calculate existing conditions, the applicant must obtain or collect the average hourly, directional traffic volumes on a weekday, the current lane configurations, and the current signal timing schemes, if applicable. Design capacity calculations must be based on the definition found in Appendix A.

RESPONSE:

0-75 points On the Reliever: The applicant must show that the proposed project will reduce congestion at the most congested location on the Reliever. The applicant must include the current volume to capacity (v/c) ratios in the AM and PM peak hours and the improvement in the ratios resulting from the project. Projects that have low existing v/c ratios will receive less credit for the improvement resulting from the project than projects that address a problematic existing v/c ratio. The applicant must use the methodology, worksheet and look-up tables found in Appendix H. The applicant must conduct a corridor analysis for new alignments, comparing parallel routes that will be affected by the project.

RESPONSE:

C. Cost Effectiveness. 275 points

The Regional Development Framework and Transportation Policy Plan document the need for adequate transportation funding to implement regional transportation plans. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding, in order to allow consistent comparisons of all qualifying projects.

1. Crash Reduction.

   0-125 points The applicant must calculate the cost per crash reduced by the proposed project. The applicant must divide the total cost of the project by the answer from the second part of criterion B.1., crash reduction on the Reliever. Points will be awarded based on the relative cost per crash reduced.

   RESPONSE:

2. Congestion reduction.

   0-75 points The applicant must calculate the cost per increase in hourly person throughput provided by the proposed improvement. The applicant must use the worksheet in Appendix I. Points will be awarded based on the lowest cost per increase in person throughput, but if there is little congestion under existing conditions fewer points will be awarded for increasing person throughput.

   RESPONSE:

3. Air Quality

0-75 points The applicant must calculate the cost per kilogram per day that will be reduced by the proposed project compared to the no-build alternative. The applicant must divide the total project cost by the estimated reduction in CO, NOx, and/or VOC emissions per day calculated in question B.2.

RESPONSE:

D. Development Framework Implementation. 425 points

The Metropolitan Development Guide is comprised of the ***2030 Regional Development Framework*** and system plans for transportation, including highways, transit and aviation; water resources management; and regional parks and trails. Together, the Development Framework and system plans create a vision for the region and are intended to help ensure the orderly, economical development of the seven-county area. The ***Framework*** is organized around four overall goals:

- Efficient Growth. Work with local communities to accommodate growth in a flexible, connected and efficient manner.
- Multi-modal Transportation. Plan and invest in multi-modal transportation choices, based on full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
- Housing Choices. Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities
- Natural Resource protection. Work with local and regional partners to conserve, protect and enhance the region's natural resources.

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council's regional systems plans. Local communities have submitted plans for 2030 and these have been reviewed by the Council.

1. Development Framework Planning Area Objectives

Strategies for regional development relate directly to growth patterns within the region. The ***Framework*** communities are identified according to their regional planning area designation which is based on its geographic location, existing development patterns, forecast growth, planned land uses, and the availability of infrastructure. The project's relationship to **Framework** and **TPP** are addressed in the qualifying criteria.

The objective of this section is to address the land use and transportation linkages and how the project supports development and the accommodation of growth for the communities affected.

0-100 points

What are the 2030 land uses proposed in the community(ies) adopted plan for the project area/corridor affected? Identify the TAZs that lie partially or wholly within the project limits.

RESPONSE:

How does the project support this 2030 land use plan in the project area? Refer to the land use map and provide the land use categories and their description from the adopted local comprehensive plan.[1]

RESPONSE:

How does the project support 2030 forecasts for the project area? [Council staff will evaluate this criterion and will provide the following information to assist in the evaluation of this criterion: TAZ Project Area demographic profile population, household, employment and retail employment. The applicant does not need to provide a response.]

2. Progress Towards Affordable Housing Goals

0-50 points

NOTE: Information and analysis in this section will be provided by Council staff

Methodology for Evaluating Progress Made Towards Affordable Housing Goals

Up to 50 points can be awarded to a project, based upon a community's or group of communities' progress in addressing their affordable housing goals for 1996-2010.

For communities that participate in the Livable communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals was used to determine the progress they have made toward providing opportunities to address their affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council's LCA goal setting methodology used in determining goals for 1996 to 2010.

Communities negotiated goals for both ownership and rental housing. Analysis consisted of comparing the goal, progress made to date and determining the percentage of the goal achieved for both ownership and rental combined.

Example of Analysis:

	Negotiated Goal	Progress to Date	Overall Progress Made - %
Rental Units	900	200	
Ownership Units	200	125	
Total Housing Units	**1,100**	**325**	**30%**

1 Future Land Use map (planned land use 2030) and description for example: "low density residential—Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre." "residential mixed use—Residential at a gross density of 7 to 30 units per acre, neighborhood commercial uses may be appropriate." "General Commercial—Broad range of businesses, generally highway-oriented, serving other businesses and City residents and requiring buffering from surrounding residential areas." "Agriculture—primarily agricultural purpose, including farming and horticulture, including farmstead or rural residence." [Examples from City of Coon Rapids Comprehensive Plan]

Scoring:

Percent of Progress Made:	Points Awarded:
90-100%	50
71-89%	40
51-70%	30
31-50%	20
11-30%	10
1-10%	5

For projects with 2 or more communities, scores are averaged and then applied to the project. Communities that do not have negotiated goals are given the same average score of the other communities within their group.

3. Land Use and Access Management Planning

The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.

0-75 points

Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.

RESPONSE:

Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.

RESPONSE:

Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network**.** Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

4. Corridor Access Management Improvements

0-75 points

Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:

a. Private Residential Driveways/Field Entrances

RESPONSE:

b. Low-Volume Private Driveways * (Under 500 trips per day)

RESPONSE:

c. High-Volume Private Driveways * (Over 500 trips per day)

RESPONSE:

d. Public Streets

RESPONSE:

* *Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*

~~5. Land Use and Access Management Planning~~

~~The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.~~

~~**0-50 points** Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.~~

~~RESPONSE:~~

~~Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.~~

~~RESPONSE:~~

~~6. Land Use and Access Management Planning~~

~~**0-50 points** Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network. Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.~~

~~RESPONSE:~~

~~7. Corridor Access Management Improvements~~

~~**0-50 points** Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:~~

~~e. Private Residential Driveways/Field Entrances~~

~~RESPONSE:~~

~~f. Low-Volume Private Driveways * (Under 500 trips per day)~~

~~RESPONSE:~~

~~g. High-Volume Private Driveways * (Over 500 trips per day)~~

~~RESPONSE:~~

~~h. Public Streets~~

~~RESPONSE:~~

~~* *Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*~~

5. Integration of Modes

0-125 points The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects. The integration of modes criteria evaluate the value of the proposed project in providing better accommodations for pedestrians, bicyclists, transit and freight vehicles. Such accommodation should be provided within the existing right-of-way and provide the same level of access as motor vehicles unless it is shown to be impractical. In such cases, the project may include facilitation of such travel outside of the roadway right-of-way along a close parallel route. "A" Minor Relievers are located parallel to congested principal arterials in the core, urban reserve and urban staging areas. Many of these roadways are served by transit and accommodate travel to congested activity centers and others provide important medium length routes parallel to freeways that are inaccessible to non-motorized travelers.

Pedestrians: Examples of pedestrian improvements include construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard, and providing pedestrian lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadways. Some examples of these kinds of improvements are installation of pedestrian countdown signals with crosswalks, reducing the effective crossing distance by installing curb extensions and pedestrian medians, and reducing the speed of vehicles making turning movements at intersections. Different treatments are appropriate for different types of roadway conditions.

Include a map that shows all new or reconstructed walkways or multi-use paths that will be constructed as part of this project as well as all pathways that these walkways will connect to and any potential pedestrian destinations such as schools, residences, transit

stops, parks, and businesses within ¼ mile of the project area that will be accessible to pedestrians. In the response field, indicate the characteristics of these pedestrian facilities (i.e. multi-use trail, sidewalk, or crosswalk etc.). All pedestrian facilities must be designed to be ADA-compliant at a minimum.

RESPONSE:

Bicyclists: Examples of bicycle improvements include striping a bike lane or a marked shoulder that is 5 feet wide or greater, installing an off-road pathway where conditions favor one, and intersection treatments designed to reduce motor vehicle and bicycle conflict. Different treatments are appropriate for different types of roadway conditions.

Include a map that shows all new or reconstructed bikeways that will be constructed (or striped) with this project, and show how they connect to an existing or planned bikeway network. Also show potential destinations along the roadway segment and within a ¼ mile of the project area that will be accessible with this bikeway network such as schools, parks residences, transit stops, and businesses. In the response field, indicate the characteristics of these pedestrian facilities (i.e. bike lane, striped shoulder, cycle track, multi-use trail etc.).

RESPONSE:

Transit: Examples of transit improvements include improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers, and placing bus stops on the far side of intersections. In some cases, other improvements to the roadway, including curb bump-outs for bus stops or the construction of bus lanes can improve transit service reliability and speed along the roadway.

Is there transit service on the roadway? If so, what elements of this project will enhance the mobility of transit vehicles, if any? What elements of this project will improve passenger access to transit stops?

RESPONSE:

Freight: Freight improvements will be evaluated on the role of the roadway in providing freight mobility.

What is the current daily heavy commercial traffic along the project segment? Is the roadway used to access any of the regional intermodal freight terminals in Appendix J and does the road connect any of these terminals to a freeway?

RESPONSE:

~~The Transportation Policy Plan places importance on investing in multimodal transportation choices and supports the development of a transportation system that accommodates the mobility needs of users of all modes including motorists, transit vehicles and riders, pedestrians of all levels of functional ability, bicyclists and freight movers. "A" Minor Relievers are located parallel to congested principal arterials in the core, urban reserve and urban staging areas. Many of these roadways are served by transit and accommodate travel to congested activity centers and others~~

provide important medium length routes parallel to principal arterials that may be inaccessible to non-motorized travelers. "A" Minor Relievers also play an important role in the movement of freight because they add capacity to freight origins and destinations.

Please provide the information requested below on the existing conditions and proposed changes to the roadway environment and include maps, schematics or cross-sections as appropriate. Please note that all projects that receive STP funding must meet the requirements of the Americans with Disabilities Act (ADA). If the project does not include any multimodal components or does not impact one or more modes of travel, it is only necessary to answer questions related to the existing conditions for each mode. Evaluation of this criterion will be based on the degree to which multimodal transportation objectives are incorporated into the project. The appropriate extent and character of multimodal improvements may differ based on the role that the road serves and differing roadway conditions that can affect its design.

Transit:

Roadway projects can support transit service by improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers, placing bus stops on the far side of intersections and improving the pedestrian environment, particularly for people with disabilities. In some cases, other improvements to the roadway including curb bump-outs for bus stops or the construction of bus lanes can improve transit service reliability and speed along the segment. Projects will not be evaluated based on the existence of transit service but rather how the needs of transit vehicles and passengers are incorporated into the project if transit service exists.

Existing Conditions:

Is there transit service and/or stops along the segment of the project?

RESPONSE:

If so, provide a map that shows the current placement of bus stops along the segment. If not, the project will be evaluated solely on the non-motorized and freight components of this criterion.

Describe transit stop compliance with current ADA Accessibility Guidelines if applicable (curb ramps, boarding and alighting areas and accessible connections to sidewalks and streets).

RESPONSE:

Changes to Conditions from the Project:

How will the project affect transit service or the conditions for transit riders along the project segment?

RESPONSE:

Pedestrians:

Roadway projects can be opportunities to improve the environment for pedestrian activity that occurs or may occur in the project area. Improvements to the pedestrian environment include the construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard and providing lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadway. Some examples of these kinds of improvements are installation of pedestrian countdown signals, marking crosswalks, reducing the effective crossing distance for pedestrians by installing curb extensions and pedestrian medians, and by influencing the speed of vehicles making turning movements at intersections. Different treatments are appropriate for different types of roadway conditions.

Provide information on the existing conditions for pedestrians in the project area:

Provide a map or aerial photo/schematic that shows all existing pedestrian walkways, multi-use paths and signalized and unsignalized pedestrian crossings in the project area.

Describe or show on a map how the walkways or multi-use paths are connected to a wider pedestrian network beyond the project area. Describe destinations in the network such as schools, residential areas, transit stops, etc. within a half-mile of the project area:

RESPONSE:

Briefly describe the pedestrian environment along the walkways in the project area including landscaping, roadway/walkway buffers, lighting, etc.. If markedly different conditions exist along different parts of the roadway segment, describe them separately paying particular attention to existing deficiencies that will be addressed by the project. If a there are bridges along the project section, describe the pedestrian condition on and approaching the bridge.

RESPONSE:

Provide information on changes to the pedestrian environment from the project and provide a plan or schematic if one has been developed:

Describe methods that will be used to facilitate safer and more pleasant pedestrian movement **alongside** the roadway

RESPONSE:

Describe methods that will be used to facilitate safer pedestrian **crossings** of the roadway

RESPONSE:

If there are any new walkways or multi-use paths to be constructed with this project, will they be connected to an existing wider pedestrian network beyond the project area? Describe or show on a map destinations in this network such as schools, residential areas, transit stops, etc. within a half-mile of the project area. (If the project only includes reconstruction of existing pathways described above, do not answer this question.)

RESPONSE:

Bicyclists:

Roadway projects can be an opportunity to improve the conditions for bicycle travel along and crossing the corridor. Examples of ways to improve the bicycling environment include installing bike lanes or 5 foot marked shoulders, off-road paths where conditions favor them, and intersection treatments designed to reduce motor vehicle and bicycle conflict.

Provide information on the existing conditions for bicyclists in the project area:

Provide a map or aerial photo/schematic that shows all existing bicycle facilities along the roadway segment (off-road trails, multi-use paths, bike lanes, marked shoulders, unmarked shoulders, and bicycle accessible crossings of the roadway) as well as any regional trail that intersects with the project segment.

Provide information on changes to the bicycling environment from the project and provide a plan or schematic if one has been developed:

~~Describe methods that will be used to facilitate safer and more convenient bicycle travel along the roadway segment (pathway construction, bike lane striping, shoulder improvements, improved accommodation on bridges etc.). If a project plan has been developed that shows the location of improvements, please provide it as well.~~

~~RESPONSE:~~

~~Does the bikeway included in this project connect to an existing official bikeway network? Describe destinations in the network that are or will be accessible by bicycle, such as schools, residential areas, employment areas, regional trails and parks etc. within one mile of the project area.~~

~~RESPONSE:~~

~~**Freight:**~~

~~Roadway projects that are located in important freight moving areas and that aim to improve freight movement will receive higher scores in this criterion.~~

~~What is the current daily heavy commercial traffic along the project segment?~~

~~RESPONSE:~~

~~Is the roadway used to access any of the regional intermodal freight terminals in Appendix J? If so, please list them:~~

~~RESPONSE:~~

~~Does the road connect any of the terminals to a freeway? If so, describe the route:~~

~~RESPONSE:~~

E. Maturity of Project Concept. 100 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

0-100 points Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE: Please complete implementation schedule in Appendix K.

TOTAL: 1,250 POINTS

"A" MINOR ARTERIAL - EXPANDER

DEFINITION: **Expanders** provide connections between developing areas outside the interstate ring or beltway to each other and to the I-494/I-694 freeway ring. These routes are located circumferentially beyond the area reasonably served by the beltway and radially outside the beltway where the distance between principal arterials is large relative to the density of development served. These roadways are proposed to serve medium to long suburb to suburb trips.

Expander projects must fall within one of the following types of projects: transportation system management, complete construction, reconstruction or rehabilitation of a segment of roadway along the entire project length, including transit, bikeway or walkway components in the corridor. Projects to increase the capacity of the "A" Minor Expander are eligible.

"A" Minor Arterial - Expander Purpose/Vision

The 2030 Regional Development Framework anticipates a net population increase of nearly 1,000,000 in the region by 2030. The developing suburbs will be required to absorb a large portion of this growth. Planning for and building adequate infrastructure in anticipation of this growth will be necessary to provide for the mobility needs of new residents. "A" Minor Arterial Expanders are the backbone of all adequate minor arterials in the developing suburbs to supplement the principal arterials that make up the Metropolitan Highway System.

GENERAL INFORMATION AND RESTRICTIONS

A construction project must be a permanent improvement between logical termini (roadways of equal or higher functional classification) having independent utility. The term "independent utility" means the project provides benefits to air quality, crash reduction, etc… by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

The project must result in a completed segment which meets current design standards and which has an anticipated service life approximately that of a new facility. The project, including staged projects, must be structurally capable of handling all anticipated legal load limit vehicles. STP funds can be used for transit facilities as part of the overall project, and can be requested within the Expander application.

STP funds can only be used for project implementation or construction costs, such as excavation, construction, materials, and clean-up. They **cannot** be used for right-of-way acquisition, study completion, engineering, design, or other similar costs. Further, STP funds **cannot** be used for noise barriers, drainage projects, fences, landscaping, or other similar costs as stand-alone projects. These items are eligible as part of a larger, eligible construction project.

The benefits and costs of the project shall be estimated over the same eligible project length. The total project cost is defined as all construction components including components ineligible for federal funds. The total project cost does not include pre-construction costs or right-of-way.

Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2015 or 2016. When the selected projects are programmed, the TAB will increase both the federal amount and the non-federal match amount to account for any anticipated inflation. The inflated amount of federal funding in the TIP will not be adjusted further.

"A" MINOR ARTERIAL - EXPANDER - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. The project must be consistent with the policies in the Metropolitan Council's officially adopted Metropolitan Development Guide, which includes the Transportation Policy Plan (TPP) (2010) and the Regional Development Framework (2004). Consistency with the TPP includes its appendix, which contains the regional functional classification criteria. Funding allocation to projects involving interchange construction and reconstruction on the Principal Arterial system (regardless of whether the project is on the Principal Arterial or and intersecting "A" Minor Arterial) are made conditional on the successful completion of the Highway Interchange Requests Procedures described in Appendix E of the Transportation Policy Plan. The applicant must list the documents and corresponding policy numbers or portions of text that help illustrate the project's consistency.

RESPONSE:

2 The project must be included in, be part of, or address a transportation ~~relate to a~~ problem or need ~~or direction discussed~~ identified in one of the following: 1) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study (trunk highway studies must be approved by Mn/DOT and Metropolitan Council); or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

3. The proposed project must be identified as on an "A" Minor Arterial Expander shown on the TAB approved roadway functional classification map adopted by the TAB on or before May 18, 2011 and recorded in the Council's electronic file. The vast majority of the project must be physically located on the "A" Minor Arterial Expander roadway between logical termini. The project may include construction on small portions of non-eligible roads, as long as the construction is essential to the operation of the entire project. Examples include but are not limited to reconstruction of the approaches on intersecting collector roads and construction or reconstruction of on-ramps or off-ramps. The applicant must provide a map or sketch of the project relative to the "A" Minor Arterial Expander system.

RESPONSE:

4. At least seventy-five (75) percent of the length of the proposed "A" Minor Arterial Expander project must be within the 2000 urbanized area defined by the Bureau of the Census or the 2020 Metropolitan Urban Service Area (MUSA) as defined in the local comprehensive plan accepted by the Metropolitan Council; or if a route connects two MUSA areas and the Average Daily Traffic (ADT) standards qualify the roadway segment for expansion. In either case, the entire project length would be eligible for federal funding. The applicant must provide a map or sketch of the project relative to the urbanized area.

RESPONSE:

5. STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. The applicant must describe the proposed project and state that the application includes only the eligible components.

RESPONSE:

6. Studies, preliminary engineering, design, construction engineering, etc. are not eligible for STP funding and should not be included in the required local match or the total project cost. Right-of-way costs are not eligible for STP funding and should not be included in the required non-federal match or the total project cost. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for STP funding as stand-alone projects, but are eligible if included as part of a larger, eligible project. The applicant must state that pre-construction work and ROW costs are not part of the total project cost in this application.

RESPONSE:

7. An STP construction or reconstruction project must be a permanent improvement. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages add to, rather than replace, previous work. The applicant must state that the proposed project is a permanent improvement and does not replace any regionally funded project that was opened to traffic within five years.

RESPONSE:

8. Applicants can request up to a cap of $7,000,000 in STP funds for a specific “A” Minor Arterial Expander project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the project's federal cost must exceed $1,000,000. The applicant must show the requested federal amount and total project cost on the cover page.

RESPONSE:

9. STP funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any STP project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project’s construction.

RESPONSE:

10. The applicant must include a letter from the agency with jurisdiction over the road indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MN/DOT and the Federal Highway Administration.

RESPONSE:

"A" MINOR ARTERIAL - EXPANDER - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

A. Relative importance of the route as an "A" Minor Arterial Expander. 100 points

Although Expander routes are located in growing suburban communities, the relative importance of each Expander is not the same. Some Expanders play a more significant role than others do in providing roadway capacity in areas where travel demand cannot be met with the existing system of principal arterials and public transit service. Some Expanders are the only minor arterial roadway available to provide medium and long-range trips for many miles. The following criteria are intended to measure the relative importance of each Expander route submitted for funding in this solicitation.

Definition and characteristics of the Expander route.

0-100 points The applicant must respond to the two items below and provide a map to help answer items a) and b). The Expander 'route' is defined as the uninterrupted length of the arterial that provides medium to long trips in the expanding urban area. The route may be an existing or planned road on the TAB adopted system. The route may be longer than the proposed project and include more than one street name, but it must be continuous. The endpoints of the route must be a principal or other minor arterial, or the edge of the 2020 MUSA. Provide a map showing the length of the Expander route and the closest parallel 'A' Minor or Principal Arterials on both sides of the Expander. Two projects on the same route will not be selected for funding unless they are at least 3.5 miles apart. Points under this criterion are assigned based on the current and forecasted traffic volume on the Expander route and the current transit ridership on the Expander route.

a) Provide the current (2009) and forecasted (2030) average daily traffic volume at two or more locations on the Expander route. MN/DOT 50-series maps should be used for current counts. Use approved city or county comprehensive plans, Met Council, accepted State Aid traffic factors by county, or a transportation study with documented acceptable forecasting methodology for forecasted volume.

RESPONSE:

b) Is public transit currently provided on this Expander route? If yes, what is the average annual ridership? The applicant does not need to provide this information in its funding application. Data will be provided by the Metropolitan Council staff based on the project location map and description.

RESPONSE:

B. Deficiencies and Solutions on Expander. 300 points

The regional solicitation process is one means of implementing regional plans. The region's Transportation Policy Plan states that the regional highway and street system will be preserved, managed, improved and expanded to support existing and planned land uses and safety and mobility

needs consistent with the Regional Development Framework, the Transportation Policy Plan and approved local and county comprehensive plans. The following criteria reflect these objectives.

1. Crash Reduction.

0-150 points Calculate the total number of crashes reduced due to improvements on the 'A' Minor Arterial Expander made by the proposed project. Points will be awarded based on the total three-year number of crashes projected to be reduced by the proposed project. The applicant must base the estimate of crash reduction on the methodology found in Appendix E. The applicant must calculate the frequency using the Mn/DOT TIS system average for calendar years 2007 through 2009.∗

RESPONSE:

2. Air Quality. The Transportation Policy Plan strongly supports environmental considerations when making transportation funding decisions. The Council supports funding priorities for transportation projects that ensure prevention of air quality violations through the reduction of mobile source emissions.

The applicant must show that the project will reduce emissions and help the region to maintain its attainment of federal carbon monoxide standards. All assumptions and calculations must be clearly documented and explained in order to receive points. The applicant must include documentation of how the VMT reduction was determined and specify the speed used for the assumptions. Speed assumptions shall be based on the methodology found in Appendix F. Points under this criterion will be awarded based on the reduction of carbon monoxide (CO), nitrogen oxides (NOx), and/or volatile organic compounds (VOC) emissions the proposed project is expected to provide.

0-50 points The applicant must demonstrate through a quantitative analysis that CO, NOx, and/or VOC emissions (in KILOGRAMS/DAY) will be reduced compared to the no-build alternative. The applicant must estimate CO NOx, and/or VOC emissions reductions using the MOBILE6 emissions factors and vehicle emissions reduction worksheet in Appendix G.

RESPONSE:

3. Congestion Reduction.

0-100 points The applicant must show that the proposed project will reduce congestion at the most congested location on the Expander. The applicant must include the current volume to capacity (v/c) ratios in the AM and PM peak hours and the improvement in the ratios resulting from the project. Projects that have low existing v/c ratios will receive less credit for the improvement resulting from the project than projects that address a problematic existing v/c ratio. The applicant must use the methodology, worksheet and look-up tables found in

∗ Applicants should request crash data from Mn/DOT as early as possible. An agency that wishes to dispute the results of their crash data requests can contact Ryan Coddington at 651-234-7841 (or Ryan.Coddington@state.mn.us) to reconcile those differences.

Appendix H. The applicant must conduct a corridor analysis for new alignments, comparing parallel routes that will be affected by the project.

RESPONSE:

C. Cost Effectiveness. 275 points

The Regional Development Framework and Transportation Policy Plan document the need for adequate transportation funding to implement regional transportation plans. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

1. Crash Reduction.

0-125 points The applicant must calculate the cost per crash reduced on the Expander by the proposed project. The applicant must divide the total cost of the project by the answer from criterion B.1. Points will be awarded based on the relative cost per crash reduced.

RESPONSE:

2. Air Quality

0-75 points The applicant must calculate the cost per kilogram per day that will be reduced by the proposed project compared to the no-build alternative. The applicant must divide the total project cost by the estimated reduction in CO, NOx, and/or VOC emissions per day calculated in question B.2.

RESPONSE:

3. Congestion reduction.

0-75 points The applicant must calculate the cost per increase in hourly person throughput provided by the proposed improvement. The applicant must use the worksheet in Appendix I. Points will be awarded based on the lowest cost per increase in person throughput, but if there is little congestion under existing conditions fewer points will be awarded for increasing person throughput.

RESPONSE:

D. Development Framework Implementation. 425 points

The Metropolitan Development Guide is comprised of the ***2030 Regional Development Framework*** and system plans for transportation, including highways, transit and aviation; water resources management; and regional parks and trails. Together, the Development Framework and system plans create a vision for the region and are intended to help ensure the orderly, economical development of the seven-county area. The ***Framework*** is organized around four overall goals:

- Efficient Growth. Work with local communities to accommodate growth in a flexible, connected and efficient manner.

- Multi-modal Transportation. Plan and invest in multi-modal transportation choices, based on full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
- Housing Choices. Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities
- Natural Resource protection. Work with local and regional partners to conserve, protect and enhance the region's natural resources.

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council's regional systems plans. Local communities have submitted plans for 2030 and these have been reviewed by the Council.

1. Development Framework Planning Area Objectives **0-100 points**

Strategies for regional development relate directly to growth patterns within the region. The ***Framework*** communities are identified according to their regional planning area designation which is based on its geographic location, existing development patterns, forecast growth, planned land uses, and the availability of infrastructure. The project's relationship to **Framework** and **TPP** are addressed in the qualifying criteria.

The objective of this section is to address the land use and transportation linkages and how the project supports development and the accommodation of growth for the communities affected.

What are the 2030 land uses proposed in the community(ies) adopted plan for the project area/corridor affected? Identify the TAZs that lie partially or wholly within the project limits.

RESPONSE:

How does the project support this 2030 land use plan in the project area? Refer to the land use map and provide the land use categories and their description from the adopted local comprehensive plan.[2]

RESPONSE:

How does the project support 2030 forecasts for the project area? [Council staff will evaluate this criterion and will provide the following information to assist in the evaluation of this criterion: TAZ Project Area demographic profile population, household, employment and retail employment. The applicant does not need to provide a response.]

2. Progress Towards Affordable Housing Goals **0-50 points**

NOTE: Information and analysis in this section will be provided by Council staff

2 Future Land Use map (planned land use 2030) and description for example: "low density residential—Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre." "residential mixed use—Residential at a gross density of 7 to 30 units per acre, neighborhood commercial uses may be appropriate." "General Commercial—Broad range of businesses, generally highway-oriented, serving other businesses and City residents and requiring buffering from surrounding residential areas." "Agriculture—primarily agricultural purpose, including farming and horticulture, including farmstead or rural residence." [Examples from City of Coon Rapids Comprehensive Plan]

Methodology for Evaluating Progress Made Towards Affordable Housing Goals

Up to 50 points can be awarded to a project, based upon a community's or group of communities' progress in addressing their affordable housing goals for 1996-2010.

For communities that participate in the Livable communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals was used to determine the progress they have made toward providing opportunities to address their affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council's LCA goal setting methodology used in determining goals for 1996 to 2010.

Communities negotiated goals for both ownership and rental housing. Analysis consisted of comparing the goal, progress made to date and determining the percentage of the goal achieved for both ownership and rental combined.

Example of Analysis:

	Negotiated Goal	Progress to Date	Overall Progress Made - %
Rental Units	900	200	
Ownership Units	200	125	
Total Housing Units	**1,100**	**325**	**30%**

Scoring:

Percent of Progress Made:	Points Awarded:
90-100%	50
71-89%	40
51-70%	30
31-50%	20
11-30%	10
1-10%	5

For projects with 2 or more communities, scores are averaged and then applied to the project. Communities that do not have negotiated goals are given the same average score of the other communities within their group.

3. Land Use and Access Management Planning

The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.

0-100 points Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.

RESPONSE:

Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.

RESPONSE:

Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network**.** Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

4. Corridor Access Management Improvements

0-100 points Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:

i. Private Residential Driveways/Field Entrances

RESPONSE:

j. Low-Volume Private Driveways * (Under 500 trips per day)

RESPONSE:

k. High-Volume Private Driveways * (Over 500 trips per day)

RESPONSE:

l. Public Streets

RESPONSE:

* *Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*

~~5. Land Use and Access Management Planning~~

~~The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores~~

will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.

0-70 points Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.

RESPONSE:

Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.

RESPONSE:

6. Land Use and Access Management Planning

0-70 points Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network. Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

7. Corridor Access Management Improvements

0-70 points Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:

m. Private Residential Driveways/Field Entrances

RESPONSE:

n. Low-Volume Private Driveways * (Under 500 trips per day)

RESPONSE:

o. High-Volume Private Driveways * (Over 500 trips per day)

RESPONSE:

p. Public Streets

RESPONSE:

** Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*

5. Integration of Modes

0-75 points The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects. The integration of modes criteria evaluate the value of the proposed project in providing better accommodations for pedestrians, bicyclists, transit and freight vehicles. Such accommodation should be provided within the existing right-of-way and provide the same level of access as motor vehicles unless it is shown to be impractical. In such cases, the project may include facilitation of such travel outside of the roadway right-of-way along a close parallel route. "A" Minor Expanders are routes that make connections between developing areas outside the interstate ring. These roads may or may not be able to be served by transit but serve rapidly growing areas of the region. Roadway improvements provide an opportunity to improve non-motorized connectivity between these growing areas.

Pedestrians: Examples of pedestrian improvements include construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard, and providing pedestrian lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadways. Some examples of these kinds of improvements are installation of pedestrian countdown signals with crosswalks, reducing the effective crossing distance by installing curb extensions and pedestrian medians, and reducing the speed of vehicles making turning movements at intersections. Different treatments are appropriate for different types of roadway conditions.

Include a map that shows all new or reconstructed walkways or multi-use paths that will be constructed as part of this project as well as all pathways that these walkways will connect to and any potential pedestrian destinations such as schools, residences, transit stops, parks, and businesses within ¼ mile of the project area that will be accessible to pedestrians. In the response field, indicate the characteristics of these pedestrian facilities (i.e. multi-use trail, sidewalk, or crosswalk etc.). All pedestrian facilities must be designed to be ADA-compliant at a minimum.

RESPONSE:

Bicyclists: Examples of bicycle improvements include striping a bike lane or a marked shoulder that is 5 feet wide or greater, installing an off-road pathway where conditions favor one, and intersection treatments designed to reduce motor vehicle and bicycle conflict. Different treatments are appropriate for different types of roadway conditions.

Include a map that shows all new or reconstructed bikeways that will be constructed (or striped) with this project, and show how they connect to an existing or planned bikeway network. Also show potential destinations along the roadway segment and within a ¼ mile of the project area that will be accessible with this bikeway network such as schools, parks residences, transit stops, and businesses. In the response field, indicate the characteristics of these pedestrian facilities (i.e. bike lane, striped shoulder, cycle track, multi-use trail etc.).

RESPONSE:

Transit: Examples of transit improvements include improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers, and placing bus stops on the far side of intersections. In some cases, other improvements to the roadway, including curb bump-outs for bus stops or the construction of bus lanes can improve transit service reliability and speed along the roadway.

Is there transit service on the roadway? If so, what elements of this project will enhance the mobility of transit vehicles, if any? What elements of this project will improve passenger access to transit stops?

RESPONSE:

Freight: Freight improvements will be evaluated on the role of the roadway in providing freight mobility.

What is the current daily heavy commercial traffic along the project segment? Is the roadway used to access any of the regional intermodal freight terminals in Appendix J and does the road connect any of these terminals to a freeway?

RESPONSE:

~~The Transportation Policy Plan places importance on investing in multimodal transportation choices and supports the development of a transportation system that accommodates the mobility needs of users of all modes including motorists, transit vehicles and riders, pedestrians of all levels of functional ability, bicyclists and freight movers. "A" Minor Expanders are routes that make connections between developing areas outside the interstate ring. These roads may or may not be able to be served by transit but serve rapidly growing areas of the region. Roadway improvements provide an opportunity to improve non-motorized connectivity between these fast growing areas.~~

~~Please provide the information requested below on the existing conditions and proposed changes to the roadway environment and include maps, schematics or cross-sections as appropriate. Please note that all projects that receive STP funding must meet the requirements of the Americans with Disabilities Act (ADA). If the project does not include any multimodal components or does not impact one or more modes of travel, it is only necessary to answer questions related to the existing conditions for each mode. Evaluation of this criterion will be based on the degree to which multimodal transportation objectives are incorporated into the project. The appropriate extent and character of multimodal improvements may differ based on the role that the road serves and differing roadway conditions that can affect its design.~~

~~**Transit:**~~
~~Roadway projects can support transit service by improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers, placing bus~~

~~stops on the far side of intersections and improving the pedestrian environment, particularly for people with disabilities. In some cases, other improvements to the roadway including curb bump-outs for bus stops or the construction of bus lanes can improve transit service reliability and speed along the segment. Projects will not be evaluated based on the existence of transit service but rather how the needs of transit vehicles and passengers are incorporated into the project if transit service exists.~~

~~Existing Conditions:~~

~~Is there transit service and/or stops along the segment of the project?~~

~~RESPONSE:~~

~~If so, provide a map that shows the current placement of bus stops along the segment. If not, the project will be evaluated solely on the non-motorized and freight components of this criterion.~~

~~Describe transit stop compliance with current ADA Accessibility Guidelines if applicable (curb ramps, boarding and alighting areas and accessible connections to sidewalks and streets).~~

~~RESPONSE:~~

~~Changes to Conditions from the Project:~~
~~How will the project affect transit service or the conditions for transit riders along the project segment?~~

~~RESPONSE:~~

~~Pedestrians:~~
~~Roadway projects can be opportunities to improve the environment for pedestrian activity that occurs or may occur in the project area. Improvements to the pedestrian environment include the construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard and providing lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadway. Some examples of these kinds of improvements are installation of pedestrian countdown signals, marking crosswalks, reducing the effective crossing distance for pedestrians by installing curb extensions and pedestrian medians, and by influencing the speed of vehicles making turning movements at intersections. Different treatments are appropriate for different types of roadway conditions.~~

~~Provide information on the existing conditions for pedestrians in the project area:~~

~~Provide a map or aerial photo/schematic that shows all existing pedestrian walkways, multi-use paths and signalized and unsignalized pedestrian crossings in the project area.~~

~~Describe or show on a map how the walkways or multi-use paths are connected to a wider pedestrian network beyond the project area. Describe destinations in the network such as schools, residential areas, transit stops, etc. within a half-mile of the project area:~~

RESPONSE:

Briefly describe the pedestrian environment along the walkways in the project area including landscaping, roadway/walkway buffers, lighting, etc.. If markedly different conditions exist along different parts of the roadway segment, describe them separately paying particular attention to existing deficiencies that will be addressed by the project. If a there are bridges along the project section, describe the pedestrian condition on and approaching the bridge.

RESPONSE:

Provide information on changes to the pedestrian environment from the project and provide a plan or schematic if one has been developed:

Describe methods that will be used to facilitate safer and more pleasant pedestrian movement **alongside** the roadway

RESPONSE:

Describe methods that will be used to facilitate safer pedestrian **crossings** of the roadway

RESPONSE:

If there are any new walkways or multi-use paths to be constructed with this project, will they be connected to an existing wider pedestrian network beyond the project area? Describe or show on a map destinations in this network such as schools, residential areas, transit stops, etc. within a half-mile of the project area. (If the project only includes reconstruction of existing pathways described above, do not answer this question.)

RESPONSE:

Bicyclists:

Roadway projects can be an opportunity to improve the conditions for bicycle travel along and crossing the corridor. Examples of ways to improve the bicycling environment include installing bike lanes or 5 foot marked shoulders, off-road paths where conditions favor them, and intersection treatments designed to reduce motor vehicle and bicycle conflict.

Provide information on the existing conditions for bicyclists in the project area:

Provide a map or aerial photo/schematic that shows all existing bicycle facilities along the roadway segment (off-road trails, multi-use paths, bike lanes, marked shoulders, unmarked shoulders, and bicycle accessible crossings of the roadway) as well as any regional trail that intersects with the project segment.

Provide information on changes to the bicycling environment from the project and provide a plan or schematic if one has been developed:

Describe methods that will be used to facilitate safer and more convenient bicycle travel along the roadway segment (pathway construction, bike lane striping, shoulder improvements, improved accommodation on bridges etc.). If a project plan has been developed that shows the location of improvements, please provide it as well.

RESPONSE:

~~Does the bikeway included in this project connect to an existing official bikeway network? Describe destinations in the network that are or will be accessible by bicycle, such as schools, residential areas, employment areas, regional trails and parks etc. within one mile of the project area.~~

~~RESPONSE:~~

~~**Freight:**~~
~~Roadway projects that are located in important freight moving areas and that aim to improve freight movement will receive higher scores in this criterion.~~

~~What is the current daily heavy commercial traffic along the project segment?~~

~~RESPONSE:~~

~~Is the roadway used to access any of the regional intermodal freight terminals in Appendix J? If so, please list them:~~

~~RESPONSE:~~

~~Does the road connect any of the terminals to a freeway? If so, describe the route:~~

~~RESPONSE:~~

E. Maturity of Project Concept. 100 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

0-100 points Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE: Please complete the project implementation schedule found in Appendix K.

TOTAL: 1,200 POINTS

"A" MINOR ARTERIAL - CONNECTOR

DEFINITION: **Connectors** are roads that provide good, safe, all-season connections among town centers. Connectors also link rural areas to principal arterials and other "A" minor arterials. Because of their location predominantly in rural areas not intended for future urbanization, the improvement focus is on safety and access management instead of capacity improvements. Approximately 300 miles have been identified and are primarily county roads and MN/DOT trunk highways.

Connector projects must fall within one of the following types of projects: complete construction, reconstruction or rehabilitation of a segment of roadway along the entire project length. Transit, bikeway or walkway facilities in the corridor may be an integral project component.

"A" Minor Arterial - Connectors Purpose/Vision
The Regional Development Framework envisions the region supporting a large agricultural area, a diversified rural area and a number of rural centers. The Connectors will provide mobility needs for these sub-areas and connect them to the region's large urban complexes and to the adjacent counties. These roads need to provide safe travel and to be kept in good condition.

GENERAL INFORMATION AND RESTRICTIONS

A construction project must be a permanent improvement between logical termini (roadways of equal or higher functional classification) having independent utility. The term "independent utility" means the project provides benefits to air quality, crash reduction, etc… by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

The project must result in a completed segment which meets current design standards and which has an anticipated service life approximately that of a new facility. The project, including staged projects, must be structurally capable of handling all anticipated legal load limit vehicles. STP funds can be used for transit facilities as part of the overall project, and can be requested within the Connector application.

STP funds can only be used for project implementation or construction costs, such as excavation, construction, materials, and clean-up. They **cannot** be used for right-of-way acquisition, study completion, engineering, design, or other similar costs. Further, STP funds **cannot** be used for noise barriers, drainage projects, fences, landscaping, or other similar costs as stand-alone projects. These items are eligible as part of a larger, eligible construction project.

The benefits and costs of the project shall be estimated over the same eligible project length. The total project cost is defined as all construction components including components ineligible for federal funds. The total project cost does not include pre-construction costs or right-of-way.

Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2015 or 2016. When the selected projects are programmed, the TAB will increase both the federal amount and the non-federal match amount to account for any anticipated inflation. The inflated amount of federal funding in the TIP will not be adjusted further.

"A" MINOR ARTERIAL - CONNECTOR - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. The project must be consistent with the policies in the Metropolitan Council's officially adopted Metropolitan Development Guide, which includes the Transportation Policy Plan (TPP) (2010) and the Regional Development Framework (2004). Consistency with the TPP includes its appendix, which contains the regional functional classification criteria. Funding allocation to projects involving interchange construction and reconstruction on the Principal Arterial system (regardless of whether the project is on the Principal Arterial or and intersecting "A" Minor Arterial) are made conditional on the successful completion of the Highway Interchange Requests Procedures described in Appendix E of the Transportation Policy Plan. The applicant must list the documents and corresponding policy numbers or portions of text that help illustrate the project's consistency.

RESPONSE:

2 The project must be included in, be part of, or address a transportation ~~relate to a~~ problem or need ~~or direction discussed~~ identified in one of the following: 1) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study (trunk highway studies must be approved by Mn/DOT and Metropolitan Council); or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

3. The proposed project must be identified as on an "A" Minor Arterial Connector shown on the TAB approved roadway functional classification map adopted by the TAB on or before May 18, 2011 and recorded in the Council's electronic file. The vast majority of the project must be physically located on the "A" Minor Arterial Connector roadway between logical termini. The project may include construction on small portions of non-eligible roads, as long as the construction is essential to the operation of the entire project. Examples include but are not limited to reconstruction of the approaches on intersecting collector roads and construction or reconstruction of on-ramps or off-ramps. The applicant must provide a map or sketch of the project relative to the "A" Minor Arterial Connector system.

RESPONSE:

4. STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. The applicant must describe the proposed project and state that the application includes only the eligible components.

RESPONSE:

5. Projects that add continuous lanes, or through capacity, are not eligible under the “A” Minor Arterial Connector category.

RESPONSE:

6. Studies, preliminary engineering, design, construction engineering, etc. are not eligible for STP funding and should not be included in the required local match or the total project cost. Right-of-way costs are not eligible for STP funding and should not be included in the required non-federal match or the total project cost. Noise barriers, drainage projects, fences, landscaping, etc., are no eligible for STP funding as stand-alone projects, but are eligible if included as part of a larger, eligible project. The applicant must state that pre-construction work and ROW costs are not part of the total project cost in this application.

RESPONSE:

7. An STP construction or reconstruction project must be a permanent improvement. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages add to, rather than replace, previous work. The applicant must state that the proposed project is a permanent improvement and does not replace any regionally funded project that was opened to traffic within five years.

RESPONSE:

8. Applicants can request up to a cap of $5,500,000 in STP funds for a specific “A” Minor Arterial Connector project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the project's federal cost must exceed $1,000,000. The applicant must show the requested federal amount and total project cost on the cover page.

RESPONSE:

9. STP funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any STP project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project’s construction.

RESPONSE:

10. The applicant must include a letter from the agency with jurisdiction over the road indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MN/DOT and the Federal Highway Administration.

RESPONSE:

"A" MINOR ARTERIAL - CONNECTOR - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

A. Relative importance of the route as an "A" Minor Arterial Connector. 100 points

Although most Connector routes are outside the current and future urban area, the relative importance of each Connector is not the same. Some Connectors play a more significant role than others do in connecting rural growth centers to each other and the metro highway system. Some Connectors are the only minor arterial roadway available to provide medium and long-range trips for many miles. The following criteria are intended to measure the relative importance of each Connector route submitted for funding in this solicitation.

1. Definition and characteristics of the Connector route.

0-100 points The applicant must respond to the two items below and provide a map to help answer items a) and b). The Connector 'route' is defined as the uninterrupted length of the arterial that serves medium and long trips outside the urbanized area. The route may be an existing or planned road on the TAB adopted system. The route may be longer than the proposed project and include more than one street name, but it must be continuous. The endpoints of the route must be a principal or other "A" minor arterial (or other minor arterial if the route extends beyond the 7-county boundary), or the edge of the 2020 MUSA. Provide a map showing the length of the Connector route and the closest parallel 'A' Minor or Principal Arterials on both sides of the Connector, if any. Two projects on the same route will not be selected for funding unless they are at least 3.5 miles apart. Points under this criterion are assigned based on the number of years since constructed or reconstructed, and the current and forecasted traffic volume on the Connector route.

a) In what year was the section to be improved built or reconstructed last? (the most recent of the two dates should be provided)

RESPONSE:

b) Provide the current (2009) and forecasted (2030) average daily traffic volume at two or more locations on the Connector route. MN/DOT 50-series maps should be used for current counts. Use approved city or county comprehensive plans, Met Council, accepted State Aid traffic factors by county, or a transportation study with documented acceptable forecasting methodology for forecasted volume.

RESPONSE:

B. Deficiencies and Solutions on Connector 425 points

The regional solicitation process is one means of implementing regional plans. The region's Transportation Policy Plan states that the regional highway and street system will be preserved, managed, improved and expanded to support existing and planned land uses and safety and mobility needs consistent with the Regional Development Framework, the Transportation Policy Plan and approved local and county comprehensive plans. The following criteria reflect these objectives

1. **Crash Reduction.**

0-150 points Calculate the total number of crashes reduced due to improvements on the 'A' Minor Arterial Connector made by the proposed project. Points will be awarded based on the total three-year number of crashes projected to be reduced by the proposed project. The applicant must base the estimate of crash reduction on the methodology found in Appendix E. The applicant must calculate the frequency using the Mn/DOT TIS system average for calendar years 2007 through 2009. ∗

RESPONSE:

2. **Goods Movement.**

0-100 points Many Connectors were not built to accommodate 10 ton loads. All projects that receive funding must meet this standard. This criterion gives points to those projects with the highest AADT and the greatest ton vehicle miles currently not meeting this standard that will be built to this standard.

Provide the length of the project that does not accommodate 10 ton loads and the ton vehicle miles that will be built to this standard. If your agency uses a risk management philosophy for load postings, what is the appropriate load rating by segment according to a falling weight deflectometer or other means? What is the existing weight restriction on this section of the roadway? Use the following formula to calculate ton vehicle miles:

(AADT/1000) x project length (centerline mi.) x (10 ton – existing weight limit)

RESPONSE:

3. **Shoulder Improvements and Non-motorized travel.**

0-175 points (100 points) On rural highways, paved shoulders improve safety for the public. Depending on the width they can provide a safer alternative for pedestrians and bicyclists. This criterion provides points for the projects that today do not have adequate paved shoulders but will add them as part of the proposed project, and acknowledges some credit for providing additional gravel shoulders. The worksheet below must be used to calculate the improvements to be made to shoulders.

Worksheet for B.3.

A	B	C	D	E	F
Segment	Length (feet)	Existing Width (unpaved)	Existing Width (paved)	Proposed Width (paved) + ½*Proposed Width (unpaved)	B x (E - D or C)
1					

∗ Applicants should request crash data from Mn/DOT as early as possible. An agency that wishes to dispute the results of their crash data requests can contact Ryan Coddington at 651-234-7841 (or Ryan.Coddington@state.mn.us) to reconcile those differences.

2					
3					
Etc…					
				Sum of column F =	
Sum of column F divided by total project cost (for calculation of criterion C.3.) =					

(75 points) In rural town centers, it is usually appropriate to provide separate facilities for pedestrian and bicycle movement including safe crossings. Examples of pedestrian improvements include construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard, and providing pedestrian lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadways. Some examples of these kinds of improvements are installing curb extensions and pedestrian medians to reduce effective crossing distances, installing pedestrian signals and crossings, and reducing the speed of vehicles making turning movements at intersections. Examples of bicycle improvements include striping a bike lane or a marked shoulder that is 5 feet wide or greater, installing an off-road pathway where conditions favor one, and intersection treatments designed to reduce motor vehicle and bicycle conflict. Different treatments are appropriate for different types of roadway conditions.

Include a map that shows all new or reconstructed walkways, multi-use paths or bike lanes/striped shoulders that will be constructed as part of this project as well as all pathways that these walkways will connect to and any potential pedestrian destinations such as schools, residences, transit stops, parks, and businesses within ¼ mile of the project area that will be accessible to pedestrians.

RESPONSE:

C. Cost Effectiveness. 275 points

The Regional Development Framework and Transportation Policy Plan document the need for adequate transportation funding to implement regional transportation plans. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

1. Crash Reduction.

0-125 points The applicant must calculate the cost per crash reduced on the Connector by the proposed project. The applicant must divide the total cost of the project by the answer from criterion B.1. Points will be awarded based on the relative cost per crash reduced.

RESPONSE:

2. Goods Movement

0-75 points This criterion gives points for the improved load carrying capability of the route relative to the total cost of the proposed project. The applicant must

divide the ton vehicle miles not accommodating 10 ton loads (answer to criterion B.3. above) by the total cost of the proposed project.

RESPONSE:

3. Shoulder Improvements

0-75 points This criterion gives points for the improvement to the shoulders relative to the total cost of the proposed project. The answer is produced in the last row of the worksheet used for answering criterion B.3.

RESPONSE:

D. Development Framework Implementation. 300 points

The Metropolitan Development Guide is comprised of the ***2030 Regional Development Framework*** and system plans for transportation, including highways, transit and aviation; water resources management; and regional parks and trails. Together, the Development Framework and system plans create a vision for the region and are intended to help ensure the orderly, economical development of the seven-county area. The ***Framework*** is organized around four overall goals:

- Efficient Growth. Work with local communities to accommodate growth in a flexible, connected and efficient manner.
- Multi-modal Transportation. Plan and invest in multi-modal transportation choices, based on full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
- Housing Choices. Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities
- Natural Resource protection. Work with local and regional partners to conserve, protect and enhance the region's natural resources.

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council's regional systems plans. Local communities have submitted plans for 2030 and these have been reviewed by the Council.

1. Development Framework Planning Area Objectives **0-100 points**

Strategies for regional development relate directly to growth patterns within the region. The ***Framework*** communities are identified according to their regional planning area designation which is based on its geographic location, existing development patterns, forecast growth, planned land uses, and the availability of infrastructure. The project's relationship to **Framework** and **TPP** are addressed in the qualifying criteria.

The objective of this section is to address the land use and transportation linkages and how the project supports development and the accommodation of growth for the communities affected.

What are the 2030 land uses proposed in the community(ies) adopted plan for the project area/corridor affected? Identify the TAZs that lie partially or wholly within the project limits.

RESPONSE:

How does the project support this 2030 land use plan in the project area? Refer to the land use map and provide the land use categories and their description from the adopted local comprehensive plan.[3]

RESPONSE:

How does the project support 2030 forecasts for the project area? [Council staff will evaluate this criterion and will provide the following information to assist in the evaluation of this criterion: TAZ Project Area demographic profile population, household, employment and retail employment. The applicant does not need to provide a response.]

2. Land Use and Access Management Planning

The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.

0-100 points Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.

RESPONSE:

Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.

RESPONSE:

Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network**.** Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or

3 Future Land Use map (planned land use 2030) and description for example: "low density residential—Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre." "residential mixed use—Residential at a gross density of 7 to 30 units per acre, neighborhood commercial uses may be appropriate." "General Commercial—Broad range of businesses, generally highway-oriented, serving other businesses and City residents and requiring buffering from surrounding residential areas." "Agriculture—primarily agricultural purpose, including farming and horticulture, including farmstead or rural residence." [Examples from City of Coon Rapids Comprehensive Plan]

proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

3. Corridor Access Management Improvements

0-100 points Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:

q. Private Residential Driveways/Field Entrances

RESPONSE:

r. Low-Volume Private Driveways * (Under 500 trips per day)

RESPONSE:

s. High-Volume Private Driveways * (Over 500 trips per day)

RESPONSE:

t. Public Streets

RESPONSE:

* *Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*

~~4. Land Use and Access Management Planning~~

~~The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.~~

~~**0-75 points** Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.~~

~~RESPONSE:~~

~~Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.~~

~~RESPONSE:~~

~~5. Land Use and Access Management Planning~~

0-75 points Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network. Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

6. Corridor Access Management Improvements

0-65 points Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:

u. Private Residential Driveways/Field Entrances

RESPONSE:

v. Low-Volume Private Driveways * (Under 500 trips per day)

RESPONSE:

w. High-Volume Private Driveways * (Over 500 trips per day)

RESPONSE:

x. Public Streets

RESPONSE:

** Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*

6. Integration of Modes

0-50 points The Transportation Policy Plan places importance on investing in multimodal transportation choices and supports the development of a transportation system that accommodates the mobility needs of users of all modes including motorists, transit vehicles and riders, pedestrians of all levels of functional ability, bicyclists and freight movers. "A" Minor Connectors provide mobility between rural town centers and to adjacent counties. These roads carry freight traffic and often help to complete an on-road bikeway network through the installation of wide bike-able shoulders. They also serve rural town centers that require accommodations for pedestrians.

Please provide the information requested below on the existing conditions and proposed changes to the roadway environment and include maps, schematics or cross-sections as appropriate. Please note that all projects that receive STP funding must meet the requirements of the Americans with Disabilities Act

(ADA). If the project does not include any multimodal components or does not impact one or more modes of travel, it is only necessary to answer questions related to the existing conditions for each mode. Evaluation of this criterion will be based on the degree to which multimodal transportation objectives are incorporated into the project. The appropriate extent and character of multimodal improvements may differ based on the role that the road serves and differing roadway conditions that can affect its design.

Pedestrians:

Roadway projects can be opportunities to improve the environment for pedestrian activity that occurs or may occur in the project area. Improvements to the pedestrian environment include the construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard and providing lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadway. Some examples of these kinds of improvements in urban areas or town centers are installation of pedestrian countdown signals, marking crosswalks, reducing the effective crossing distance for pedestrians by installing curb extensions and pedestrian medians, and by influencing the speed of vehicles making turning movements at intersections. In rural areas, simply providing safer accommodation may be adequate. Different treatments are appropriate for different types of roadway conditions.

Provide information on the existing conditions for pedestrians in the project area:

Briefly describe the pedestrian environment along the walkways in the project area including landscaping, roadway/walkway buffers, lighting, etc.. If markedly different conditions exist along different parts of the roadway segment, describe them separately paying particular attention to existing deficiencies that will be addressed by the project. If a there are bridges along the project section, describe the pedestrian condition on and approaching the bridge.

RESPONSE:

Provide information on changes to the pedestrian environment from the project and provide a plan or schematic if one has been developed:

Describe methods that will be used to facilitate safer and more pleasant pedestrian movement **alongside** the roadway

RESPONSE:

Describe methods that will be used to facilitate safer pedestrian **crossings** of the roadway

RESPONSE:

Bicyclists:

Roadway projects can be an opportunity to improve the conditions for bicycle travel along and crossing the corridor. Examples in rural areas of ways to improve the bicycling environment include installing wide marked shoulders, or off-road paths if connected to a regional trail system.

~~Provide a description or a map or aerial schematic that shows all existing bicycle facilities along the roadway segment (off-road trails, multi-use paths, marked shoulders, unmarked shoulders, and bicycle-accessible crossings of the roadway) as well as any regional trail that intersects with the project segment.~~

~~RESPONSE:~~

~~Provide information on changes to the bicycling environment from the project and provide a plan or schematic if one has been developed:~~

~~Describe methods that will be used to facilitate safer and more convenient bicycle travel along the roadway segment (pathway construction, shoulder improvements, improved accommodation on bridges etc.). If a project plan has been developed that shows the location of improvements, please provide it as well.~~

~~RESPONSE:~~

~~Does the bikeway included in this project connect to an existing official bikeway network?~~

~~RESPONSE:~~

~~**Freight:**~~
~~Roadway projects that are located in important freight moving areas and that aim to improve freight movement will receive higher scores in this criterion.~~

~~What kinds of freight movement is supported by the roadway?~~

~~RESPONSE:~~

~~What is the current daily heavy commercial traffic along the project segment? Applicants may use a standard factor of 3% of AADT on the highway to get this number or provide documentation of a vehicle count with a different number.~~

~~RESPONSE:~~

E. Maturity of Project Concept. 100 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

0-100 points Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE: See schedule in Appendix K.

TOTAL: 1,200 POINTS

"A" MINOR ARTERIAL - AUGMENTER

DEFINITION: **Augmenters** are roads that substitute for principal arterials within the I-494/I-694 ring. The principal arterial network in this area is mature; however, it is not sufficient in all cases relative to the density of development that the network serves. In these situations, key minor arterials serve many long trips. The Augmenter system is mature also and most arterials lack available right-of-way for additional capacity improvements. Although the Transportation Policy Plan states that the improvement focus is on providing additional capacity, the cost of acquiring right-of-way and building additional capacity in the urban area is prohibitive. In this solicitation, the improvement will also focus on the condition of the roadway and the need for reconstruction, operating efficiency and multimodal opportunities on the Augmenter.

Augmenter projects must fall within one of the following types of projects: transportation system management, complete construction, reconstruction or rehabilitation of a segment of roadway along the entire project length; including transit, bikeway or walkway components in the corridor.

"A" Minor Arterial - Augmenter Purpose/Vision

The Regional Development Framework envisions a dense, mixed-use development pattern in the existing urban area. The Augmenters are located within the I-494/I-694 ring, which is virtually fully developed today but will experience significant redevelopment over the coming 25 years. The principal arterial network in this area is not sufficient to meet the mobility needs of this area. Augmenters provide an alternative for through traffic throughout this area.

GENERAL INFORMATION AND RESTRICTIONS

A construction project must be a permanent improvement between logical termini (roadways of equal or higher functional classification) having independent utility. The term "independent utility" means the project provides benefits to air quality, crash reduction, etc… by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

The project must result in a completed segment which meets current design standards and which has an anticipated service life approximately that of a new facility. The project, including staged projects, must be structurally capable of handling all anticipated legal load limit vehicles. STP funds can be used for transit facilities as part of the overall project, and can be requested within the Augmenter application.

STP funds can only be used for project implementation or construction costs, such as excavation, construction, materials, and clean-up. They **cannot** be used for right-of-way acquisition, study completion, engineering, design, or other similar costs. Further, STP funds **cannot** be used for noise barriers, drainage projects, fences, landscaping, or other similar costs as stand-alone projects. These items are eligible as part of a larger, eligible construction project.

The benefits and costs of the project shall be estimated over the same eligible project length. The total project cost is defined as all construction components including components ineligible for federal funds. The total project cost does not include pre-construction costs or right-of-way.

Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2015 or 2016. When the selected projects are programmed, the TAB will increase both the federal amount and the non-federal match amount to

account for any anticipated inflation. The inflated amount of federal funding in the TIP will not be adjusted further.

"A" MINOR ARTERIAL - AUGMENTER - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. The project must be consistent with the policies in the Metropolitan Council's officially adopted Metropolitan Development Guide, which includes the Transportation Policy Plan (TPP) (2010) and the Regional Development Framework (2004). Consistency with the TPP includes its appendix, which contains the regional functional classification criteria. Funding allocation to projects involving interchange construction and reconstruction on the Principal Arterial system (regardless of whether the project is on the Principal Arterial or and intersecting "A" Minor Arterial) are made conditional on the successful completion of the Highway Interchange Requests Procedures described in Appendix E of the Transportation Policy Plan. The applicant must list the documents and corresponding policy numbers or portions of text that help illustrate the project's consistency.

RESPONSE:

2 The project must be included in, be part of, or address a transportation ~~relate to a~~ problem or need ~~or direction discussed~~ identified in one of the following: 1) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study (trunk highway studies must be approved by Mn/DOT and Metropolitan Council); or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

3. The proposed project must be identified as on an "A" Minor Arterial Augmenter shown on the TAB approved roadway functional classification map adopted by the TAB on or before May 18, 2011 and recorded in the Council's electronic file. The vast majority of the project must be physically located on the "A" Minor Arterial Augmenter roadway between logical termini. The project may include construction on small portions of non-eligible roads, as long as the construction is essential to the operation of the entire project. Examples include but are not limited to reconstruction of the approaches on intersecting collector roads and construction or reconstruction of on-ramps or off-ramps. The applicant must provide a map or sketch of the project relative to the "A" Minor Arterial Augmenter system.

RESPONSE:

4. STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. The applicant must describe the proposed project and state that the application includes only the eligible components.

RESPONSE:

5. Studies, preliminary engineering, design, construction engineering, etc. are not eligible for STP funding and should not be included in the required local match or the total project cost. Right-of-way costs are not eligible for STP funding and should not be included in the required non-federal match or the total project cost. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for STP funding as stand-alone projects, but are eligible if included as part of a larger, eligible project. The applicant must state that pre-construction work and ROW costs are not part of the total project cost in this application.

RESPONSE:

6. An STP construction or reconstruction project must be a permanent improvement. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages add to, rather than replace, previous work. The applicant must state that the proposed project is a permanent improvement and does not replace any regionally funded project that was opened to traffic within five years.

RESPONSE:

7. Applicants can request up to a cap of $7,000,000 in STP funds for a specific "A" Minor Arterial Augmenter project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the project's federal cost must exceed $1,000,000. The applicant must show the requested federal amount and total project cost on the cover page.

RESPONSE:

8. STP funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any STP project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project's construction.

RESPONSE:

9. The applicant must include a letter from the agency with jurisdiction over the road indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MN/DOT and the Federal Highway Administration.

RESPONSE:

"A" MINOR ARTERIAL - AUGMENTER - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

A. Relative importance of the route as an "A" Minor Arterial Augmenter. 100 points

Although all Augmenter routes are within the I-494/I-694 beltway except one, the relative importance of each Augmenter is not the same. Some Augmenters play a more significant role than others in providing an alternative route for medium and long distance trips and reducing demand on metro area freeways. The following criteria are intended to measure the relative importance of each Augmenter route submitted for funding in this solicitation.

1. Definition and characteristics of the Augmenter route.

0-100 points The applicant must respond to all three items below and provide a map to help answer items a) and b). The Augmenter 'route' is defined as the uninterrupted length of the arterial that serves medium and long trips within the I-494/694 ring. The route may be an existing or planned road on the TAB adopted system. The route may be longer than the proposed project and include more than one street name, but it must be continuous. The endpoints of the route must be a principal or other "A" minor arterial. Provide a map showing the length of the Augmenter route and the closest parallel 'A' Minor or Principal Arterials on both sides of the Augmenter. Two projects on the same route will not be selected for funding unless they are at least 3.5 miles apart. Points under this criterion are assigned based on the current and forecasted traffic volume on the Augmenter route, the current transit ridership on the Augmenter route, and the years since last major reconstruction of the applicable section of the Augmenter. More than one project may receive the maximum points.

a) Provide the current (2009) and forecasted (2030) average daily traffic volume at two or more locations on the Augmenter route. MN/DOT 50-series maps should be used for current counts. Use approved city or county comprehensive plans, Met Council, accepted State Aid traffic factors by county, or a transportation study with documented acceptable forecasting methodology for forecasted volume.

RESPONSE:

b) Is public transit currently provided on this Augmenter route? If yes, what is the average annual ridership? The applicant does not need to provide this information in its funding application. Data will be provided by the Metropolitan Council staff based on the project location map and description.

RESPONSE:

~~c) In what year was the section to be improved built or reconstructed last? (the more recent of the two dates should be provided)~~

~~RESPONSE:~~

B. Deficiencies and Solutions on Augmenter **440 points**

The regional solicitation process is one means of implementing regional plans. The region's Transportation Policy Plan states that the regional highway and street system will be preserved, managed, improved and expanded to support existing and planned land uses and safety and mobility needs consistent with the Regional Development Framework, the Transportation Policy Plan and approved local and county comprehensive plans. The following criteria reflect these objectives.

1. **Roadway Condition and Age**

0-240 points What is the age and condition of the section of the Augmenter that is to be reconstructed?

a. In what year was the section of roadway to be improved built or reconstructed last?

RESPONSE:

b. Provide the year each of the following to be improved was built or reconstructed last?

Sidewalks/Multi-use paths:

Lighting:

Surface water drainage:

Signal Systems:

Pavement:

c. What is the pavement management system (PMS) condition rating for this section of roadway?

RESPONSE:

d. Is the entire section 10-ton rated? How much is not? Will the newly-constructed roadway be reconstructed to be 10-ton rated?

RESPONSE:

2. **Crash Reduction.**

0-80 points Calculate the total number of crashes reduced due to improvements on the 'A' Minor Arterial Augmenter made by the proposed project. Points will be awarded based on the total three-year number of crashes projected to be reduced by the proposed project. The applicant must base the estimate of crash reduction on the methodology found in Appendix E. The applicant must calculate the frequency using the Mn/DOT TIS system average for calendar years 2007 through 2009. ∗

RESPONSE:

∗ Applicants should request crash data from Mn/DOT as early as possible. An agency that wishes to dispute the results of their crash data requests can contact Ryan Coddington at 651-234-7841 (or Ryan.Coddington@state.mn.us) to reconcile those differences.

3. **Air Quality.** The Transportation Policy Plan strongly supports environmental considerations when making transportation funding decisions. The Council supports funding priorities for transportation projects that ensure prevention of air quality violations through the reduction of mobile source emissions.

   The applicant must show that the project will reduce emissions and help the region to maintain its attainment of federal carbon monoxide standards. All assumptions and calculations must be clearly documented and explained in order to receive points. The applicant must include documentation of how the VMT reduction was determined and specify the speed used for the assumptions. Speed assumptions shall be based on the methodology found in Appendix F. Points under this criterion will be awarded based on the reduction of carbon monoxide (CO), nitrogen oxides (NOx), and/or volatile organic compounds (VOC) emissions the proposed project is expected to provide.

   0-60 points The applicant must demonstrate through a quantitative analysis that CO, NOx, and/or VOC emissions (in KILOGRAMS/DAY) will be reduced compared to the no-build alternative. The applicant must estimate CO, NOx, and/or VOC emissions reductions using the MOBILE5b emissions factors and vehicle emissions reduction worksheet in Appendix G.

   RESPONSE:

4. **Congestion Reduction.**

   0-60 points The applicant must show that the proposed project will reduce congestion at the most congested location on the Augmenter. The applicant must include the current volume to capacity (v/c) ratios in the AM and PM peak hours and the improvement in the ratios resulting from the project. Projects that have low existing v/c ratios will receive less credit for the improvement resulting from the project than projects that address a problematic existing v/c ratio. The applicant must use the methodology, worksheet and look-up tables found in Appendix H. The applicant must conduct a corridor analysis for new alignments, comparing parallel routes that will be affected by the project. <u>If no change to v/c is being proposed or a 4-3 lane conversion is being proposed, the applicant should describe activities that will improve traffic flow and show that the project will not result in congested conditions.</u>

   RESPONSE:

C. Cost Effectiveness. 180 points

The Regional Development Framework and Transportation Policy Plan document the need for adequate transportation funding to implement regional transportation plans. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

1. Crash Reduction.

   0-60 points The applicant must calculate the cost per crash reduced on the Augmenter by the proposed project. The applicant must divide the total cost of the project by

the answer from criterion B.2. Points will be awarded based on the relative cost per crash reduced.

RESPONSE:

2. Air Quality

0-60 points The applicant must calculate the cost per kilogram per day that will be reduced by the proposed project compared to the no-build alternative. The applicant must divide the total project cost by the estimated reduction in CO, NOx, and/or VOC emissions per day calculated in question B.3.

RESPONSE:

3. Congestion reduction.

0-60 points The applicant must calculate the cost per increase in hourly person throughput provided by the proposed improvement. The applicant must use the worksheet in Appendix I. Points will be awarded based on the lowest cost per increase in person throughput, but if there is little congestion under existing conditions fewer points will be awarded for increasing person throughput.

RESPONSE:

D. Development Framework Implementation. 380 points

The Metropolitan Development Guide is comprised of the ***2030 Regional Development Framework*** and system plans for transportation, including highways, transit and aviation; water resources management; and regional parks and trails. Together, the Development Framework and system plans create a vision for the region and are intended to help ensure the orderly, economical development of the seven-county area. The ***Framework*** is organized around four overall goals:

- Efficient Growth. Work with local communities to accommodate growth in a flexible, connected and efficient manner.
- Multi-modal Transportation. Plan and invest in multi-modal transportation choices, based on full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
- Housing Choices. Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities
- Natural Resource protection. Work with local and regional partners to conserve, protect and enhance the region's natural resources.

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council's regional systems plans. Local communities have submitted plans for 2030 and these have been reviewed by the Council.

1. Development Framework Planning Area Objectives **0-100 points**

Strategies for regional development relate directly to growth patterns within the region. The ***Framework*** communities are identified according to their regional planning area designation which is based on its geographic location, existing development patterns, forecast growth, planned land uses, and

the availability of infrastructure. The project's relationship to **Framework** and **TPP** are addressed in the qualifying criteria.

The objective of this section is to address the land use and transportation linkages and how the project supports development and the accommodation of growth for the communities affected.

What are the 2030 land uses proposed in the community(ies) adopted plan for the project area/corridor affected? Identify the TAZs that lie partially or wholly within the project limits.

RESPONSE:

How does the project support this 2030 land use plan in the project area? Refer to the land use map and provide the land use categories and their description from the adopted local comprehensive plan.[4]

RESPONSE:

How does the project support 2030 forecasts for the project area? [Council staff will evaluate this criterion and will provide the following information to assist in the evaluation of this criterion: TAZ Project Area demographic profile population, household, employment and retail employment. The applicant does not need to provide a response.]

2. Progress Towards Affordable Housing Goals **0-50 points**

NOTE: Information and analysis in this section will be provided by Council staff

Methodology for Evaluating Progress Made Towards Affordable Housing Goals

Up to 50 points can be awarded to a project, based upon a community's or group of communities' progress in addressing their affordable housing goals for 1996-2010.

For communities that participate in the Livable communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals was used to determine the progress they have made toward providing opportunities to address their affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council's LCA goal setting methodology used in determining goals for 1996 to 2010.

Communities negotiated goals for both ownership and rental housing. Analysis consisted of comparing the goal, progress made to date and determining the percentage of the goal achieved for both ownership and rental combined.

---

4 Future Land Use map (planned land use 2030) and description for example: "low density residential—Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre." "residential mixed use—Residential at a gross density of 7 to 30 units per acre, neighborhood commercial uses may be appropriate." "General Commercial—Broad range of businesses, generally highway-oriented, serving other businesses and City residents and requiring buffering from surrounding residential areas." "Agriculture—primarily agricultural purpose, including farming and horticulture, including farmstead or rural residence." [Examples from City of Coon Rapids Comprehensive Plan]

Example of Analysis:

	Negotiated Goal	Progress to Date	Overall Progress Made - %
Rental Units	900	200	
Ownership Units	200	125	
Total Housing Units	**1,100**	**325**	**30%**

Scoring:

Percent of Progress Made:	Points Awarded:
90-100%	50
71-89%	40
51-70%	30
31-50%	20
11-30%	10
1-10%	5

For projects with 2 or more communities, scores are averaged and then applied to the project. Communities that do not have negotiated goals are given the same average score of the other communities within their group.

3. Land Use and Access Management Planning

The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.

0-50 points Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.

RESPONSE:

Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.

RESPONSE:

Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network**.** Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or

proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

4. Corridor Access Management Improvements

0-50 points Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:

e. Private Residential Driveways

RESPONSE:

f. Low-Volume Private Driveways * (Under 500 trips per day)

RESPONSE:

g. High-Volume Private Driveways * (Over 500 trips per day)

RESPONSE:

h. Public Streets

RESPONSE:

* *Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*

~~5. Land Use and Access Management Planning~~

~~The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.~~

~~**0-50 points** Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.~~

~~RESPONSE:~~

~~Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.~~

~~RESPONSE:~~

~~6. Access Management Ordinance Compliance~~

~~**0-50 points** Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network. Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.~~

~~RESPONSE:~~

~~7. Corridor Access Management Improvements~~

~~**0-30 points** Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:~~

~~y. Private Residential Driveways/Field Entrances~~

~~RESPONSE:~~

~~z. Low-Volume Private Driveways * (Under 500 trips per day)~~

~~RESPONSE:~~

~~aa. High-Volume Private Driveways * (Over 500 trips per day)~~

~~RESPONSE:~~

~~bb. Public Streets~~

~~RESPONSE:~~

~~** Private driveways may be commercial, industrial or institutional uses such as school or hospitals.~~*

5. Integration of Modes

0-130 points The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects. The integration of modes criteria evaluate the value of the proposed project in providing better accommodations for pedestrians, bicyclists, transit and freight vehicles. Such accommodation should be provided within the existing right-of-way and provide the same level of access as motor vehicles unless it is shown to be impractical. In such cases, the project may include facilitation of such travel outside of the roadway right-of-way along a close parallel route. "A" Minor Augmenters provide important regional connectivity within the more densely developed area inside of the interstate ring. Most Augmenters carry significant transit traffic and are located in more densely populated areas that are the most conducive in the region to travel by modes other than automobiles. In addition to providing through capacity for motor vehicles, they carry significant amounts of transit, bicycle, and pedestrian traffic.

Pedestrians: Examples of pedestrian improvements include construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard, and providing pedestrian lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadways. Some examples of these kinds of improvements are installation of pedestrian countdown signals with crosswalks, reducing the effective crossing distance by installing curb extensions and pedestrian medians, and reducing the speed of vehicles making turning movements at intersections. Different treatments are appropriate for different types of roadway conditions.

Include a map that shows all new or reconstructed walkways or multi-use paths that will be constructed as part of this project as well as all pathways that these walkways will connect to and any potential pedestrian destinations such as schools, residences, transit stops, parks, and businesses within ¼ mile of the project area that will be accessible to pedestrians. In the response field, indicate the characteristics of these pedestrian facilities (i.e. multi-use trail, sidewalk, or crosswalk etc.). All pedestrian facilities must be designed to be ADA-compliant at a minimum.

RESPONSE:

Bicyclists: Examples of bicycle improvements include striping a bike lane or a marked shoulder that is 5 feet w

Include a map that shows all new or reconstructed bikeways that will be constructed (or striped) with th network such as schools, parks residences, transit stops, and businesses. In the response field, indicate the characteristics of these pedestrian facilities (i.e. bike lane, striped shoulder, cycle track, multi-use trail etc.).

RESPONSE:

Transit: Examples of transit improvements include improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers, and placing bus stops on the far side of intersections. In some cases, other improvements to the roadway, including curb bump-outs for bus stops or the construction of bus lanes can improve transit service reliability and speed along the roadway.

Is there transit service on the roadway? If so, what elements of this project will enhance the mobility of transit vehicles, if any? What elements of this project will improve passenger access to transit stops?

RESPONSE:

Freight: Freight improvements will be evaluated on the role of the roadway in providing freight mobility.

What is the current daily heavy commercial traffic along the project segment? Is the roadway used to access any of the regional intermodal freight terminals in Appendix J and does the road connect any of these terminals to a freeway?

RESPONSE:

The Transportation Policy Plan places importance on investing in multimodal transportation choices and supports the development of a transportation system that accommodates the mobility needs of users of all modes including motorists, transit vehicles and riders, pedestrians of all levels of functional ability, bicyclists and freight movers. "A" Minor Augmenters provide important regional connectivity within the more densely developed area inside of the interstate ring. Most Augmenters carry significant transit traffic and are located in more densely populated areas that are the most conducive in the region to travel by modes other than automobiles. In addition to providing through capacity for motor vehicles, they carry significant amounts of transit, bicycle, and pedestrian traffic.

Please provide the information requested below on the existing conditions and proposed changes to the roadway environment and include maps, schematics or cross-sections as appropriate. Please note that all projects that receive STP funding must meet the requirements of the Americans with Disabilities Act (ADA). If the project does not include any multimodal components or does not impact one or more modes of travel, it is only necessary to answer questions related to the existing conditions for each mode. Evaluation of this criterion will be based on the degree to which multimodal transportation objectives are incorporated into the project. The appropriate extent and character of multimodal improvements may differ based on the role that the road serves and differing roadway conditions that can affect its design.

Transit:

Roadway projects can support transit service by improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers, placing bus stops on the far side of intersections and improving the pedestrian environment, particularly for people with disabilities. In some cases, other improvements to the roadway including curb bump-outs for bus stops or the construction of bus lanes can improve transit service reliability and speed along the segment. Projects will not be evaluated based on the existence of transit service but rather how the needs of transit vehicles and passengers are incorporated into the project if transit service exists.

Existing Conditions:

Is there transit service and/or stops along the segment of the project?

RESPONSE:

If so, provide a map that shows the current placement of bus stops along the segment. If not, the project will be evaluated solely on the non-motorized and freight components of this criterion.

Describe transit stop compliance with current ADA Accessibility Guidelines if applicable (curb ramps, boarding and alighting areas and accessible connections to sidewalks and streets).

RESPONSE:

Changes to Conditions from the Project:

How will the project affect transit service or the conditions for transit riders along the project segment?

RESPONSE:

Pedestrians:

Roadway projects can be opportunities to improve the environment for pedestrian activity that occurs or may occur in the project area. Improvements to the pedestrian environment include the construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard and providing lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadway. Some examples of these kinds of improvements are installation of pedestrian countdown signals, marking crosswalks, reducing the effective crossing distance for pedestrians by installing curb extensions and pedestrian medians, and by influencing the speed of vehicles making turning movements at intersections. Different treatments are appropriate for different types of roadway conditions.

Provide information on the existing conditions for pedestrians in the project area:

Provide a map or aerial photo/schematic that shows all existing pedestrian walkways, multi-use paths and signalized and unsignalized pedestrian crossings in the project area.

Describe or show on a map how the walkways or multi-use paths are connected to a wider pedestrian network beyond the project area. Describe destinations in the network such as schools, residential areas, transit stops, etc. within a half-mile of the project area:

RESPONSE:

Briefly describe the pedestrian environment along the walkways in the project area including landscaping, roadway/walkway buffers, lighting, etc.. If markedly different conditions exist along different parts of the roadway segment, describe them separately paying particular attention to existing deficiencies that will be addressed by the project. If a there are bridges along the project section, describe the pedestrian condition on and approaching the bridge.

RESPONSE:

Provide information on changes to the pedestrian environment from the project and provide a plan or schematic if one has been developed:

Describe methods that will be used to facilitate safer and more pleasant pedestrian movement **alongside** the roadway

RESPONSE:

Describe methods that will be used to facilitate safer pedestrian **crossings** of the roadway

RESPONSE:

If there are any new walkways or multi-use paths to be constructed with this project, will they be connected to an existing wider pedestrian network beyond the project area? Describe or show on a map destinations in this network such as schools, residential areas, transit stops, etc. within a half-mile of the project area. (If the project only includes reconstruction of existing pathways described above, do not answer this question.)

RESPONSE:

Bicyclists:

Roadway projects can be an opportunity to improve the conditions for bicycle travel along and crossing the corridor. Examples of ways to improve the bicycling environment include

~~installing bike lanes or 5 foot marked shoulders, off-road paths where conditions favor them, and intersection treatments designed to reduce motor vehicle and bicycle conflict.~~

~~Provide information on the existing conditions for bicyclists in the project area:~~

~~Provide a map or aerial photo/schematic that shows all existing bicycle facilities along the roadway segment (off-road trails, multi-use paths, bike lanes, marked shoulders, unmarked shoulders, and bicycle accessible crossings of the roadway) as well as any regional trail that intersects with the project segment.~~

~~Provide information on changes to the bicycling environment from the project and provide a plan or schematic if one has been developed:~~

~~Describe methods that will be used to facilitate safer and more convenient bicycle travel along the roadway segment (pathway construction, bike lane striping, shoulder improvements, improved accommodation on bridges etc.). If a project plan has been developed that shows the location of improvements, please provide it as well.~~

~~RESPONSE:~~

~~Does the bikeway included in this project connect to an existing official bikeway network? Describe destinations in the network that are or will be accessible by bicycle, such as schools, residential areas, employment areas, regional trails and parks etc. within one mile of the project area.~~

~~RESPONSE:~~

~~**Freight:**~~
~~Roadway projects that are located in important freight moving areas and that aim to improve freight movement will receive higher scores in this criterion.~~

~~What is the current daily heavy commercial traffic along the project segment?~~

~~RESPONSE:~~

~~Is the roadway used to access any of the regional intermodal freight terminals in Appendix J? If so, please list them:~~

~~RESPONSE:~~

~~Does the road connect any of the terminals to a freeway? If so, describe the route:~~

~~RESPONSE:~~

E. Maturity of Project Concept. 100 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

0-100 points Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE: Please complete the project implementation schedule found in Appendix K.

TOTAL: 1,200 POINTS

NON-FREEWAY PRINCIPAL ARTERIAL

DEFINITION: **Principal Arterials** are high-speed, high-capacity highways, including freeways and expressways that make up the Metropolitan Highway System. About 660 miles in total length, these routes carry the longest trips in the region and provide the highest speeds available during peak traffic periods. They connect the Metropolitan Urban Service Area (MUSA) with urban areas and major cities in Minnesota and other states. Within the MUSA, they interconnect the metropolitan centers, regional business concentrations, important transportation terminals, and large institutional facilities.

Within the regional solicitation process, only principal arterials of non-freeway design are eligible for funding. Principal Arterial projects must fall within one of the following types of projects: transportation system management, complete construction, reconstruction or rehabilitation of a segment of principal arterial along the entire project length, interchange construction, or conversion to a freeway design; and may include transit, bikeway or walkway components in the corridor.

Principal Arterial (Non-Freeway Design) Purpose/Vision

The Regional Development Framework anticipates a metropolitan area with over 3,600,000 people and 2,120,000 jobs by 2030. The dominant form of transportation to jobs, schools and personal business is the automobile. The principal arterial highways carry the longest trips in the region and provide the highest speeds available.

GENERAL INFORMATION AND RESTRICTIONS

A construction project must be a permanent improvement between logical termini (roadways of equal or higher functional classification) having independent utility. The term "independent utility" means the project provides benefits to air quality, crash reduction, etc… by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

The project must result in a completed segment which meets current design standards and which has an anticipated service life approximately that of a new facility. The project, including staged projects, must be structurally capable of handling all anticipated legal load limit vehicles. STP funds can be used for transit facilities as part of the overall project, and can be requested within the Non-Freeway Principal Arterial application.

STP funds can only be used for project implementation or construction costs, such as excavation, construction, materials, and clean-up. They **cannot** be used for right-of-way acquisition, study completion, engineering, design, or other similar costs. Further, STP funds **cannot** be used for noise barriers, drainage projects, fences, landscaping, or other similar costs as stand-alone projects. These items are eligible as part of a larger, eligible construction project.

The benefits and costs of the project shall be estimated over the same eligible project length. The total project cost is defined as all construction components including components ineligible for federal funds. The total project cost does not include pre-construction costs or right-of-way.

Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2015 or 2016. When the selected projects are programmed, the TAB will increase both the federal amount and the non-federal match amount to account for any anticipated inflation. The inflated amount of federal funding in the TIP will not be adjusted further.

NON-FREEWAY PRINCIPAL ARTERIAL - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. The project must be consistent with the policies in the Metropolitan Council's officially adopted Metropolitan Development Guide, which includes the Transportation Policy Plan (TPP) (2010) and the Regional Development Framework (2004). Consistency with the TPP includes its appendix, which contains the regional functional classification criteria. Funding allocation to projects involving interchange construction and reconstruction on the Principal Arterial system (regardless of whether the project is on the Principal Arterial or and intersecting "A" Minor Arterial) are made conditional on the successful completion of the Highway Interchange Requests Procedures described in Appendix E of the Transportation Policy Plan. The applicant must list the documents and corresponding policy numbers or portions of text that help illustrate the project's consistency.

RESPONSE:

2 The project must be included in, be part of, or address a transportation ~~relate to a~~ problem or need ~~or direction discussed~~ identified in one of the following: 1) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study (trunk highway studies must be approved by Mn/DOT and Metropolitan Council); or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

3. The proposed project must be identified as on a Non-Freeway Principal Arterial shown on the TAB approved roadway functional classification map adopted by the TAB on or before May 18, 2011 and recorded in the Council's electronic file. The vast majority of the project must be physically located on the Non-Freeway Principal Arterial roadway between logical termini. The project may include construction on small portions of non-eligible roads, as long as the construction is essential to the operation of the entire project. Examples include but are not limited to reconstruction of the approaches on intersecting collector roads and construction or reconstruction of on-ramps or off-ramps. The applicant must provide a map or sketch of the project relative to the Non-Freeway Principal Arterial system.

RESPONSE:

4. STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. The applicant must describe the proposed project and state that the application includes only the eligible components.

RESPONSE:

5. Studies, preliminary engineering, design, construction engineering, etc. are not eligible for STP funding and should not be included in the required local match or the total project cost. Right-of-way costs are not eligible for STP funding and should not be included in the required non-federal match or the total project cost. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for STP funding as stand-alone projects, but are eligible if included as part of a larger, eligible project. The applicant must state that pre-construction work and ROW costs are not part of the total project cost in this application.

RESPONSE:

6. An STP construction or reconstruction project must be a permanent improvement. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages add to, rather than replace, previous work. The applicant must state that the proposed project is a permanent improvement and does not replace any regionally funded project that was opened to traffic within five years.

RESPONSE:

7. Applicants can request up to a cap of $7,000,000 in STP funds for a specific Non-Freeway Principal Arterial project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the project's federal cost must exceed $1,000,000. The applicant must show the requested federal amount and total project cost on the cover page.

RESPONSE:

8. STP funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any STP project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project’s construction.

RESPONSE:

9. The applicant must include a letter from the agency with jurisdiction over the road indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MN/DOT and the Federal Highway Administration.

RESPONSE:

NON-FREEWAY PRINCIPAL ARTERIAL - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

A. Relative importance of the route as a Principal Arterial. 100 points

Principal arterials are the most heavily traveled roads in the region, carrying 53% of the total vehicle miles of travel. Non-freeway Principal Arterial generally do not carry as much traffic as controlled-access freeways, but are important to mobility within the metro area and connect the Twin Cities to other parts of Minnesota and Wisconsin. Non-freeway Principal Arterials are located in the urban core, the developed and developing suburbs and in rural areas. Although all non-freeway Principal Arterials are part of the metropolitan highway system, the relative importance of each is not the same. Some non-freeway Principal Arterials play a more significant role than others in providing roadway capacity for autos, trucks and transit buses. In some cases, it is the only arterial roadway available to provide medium and long-range trips for many miles. The following criteria are intended to measure the relative importance of each Principal Arterial route submitted for funding in this solicitation.

1. Definition and characteristics of the Principal Arterial route.

0-100 points The applicant must respond to the two items below and provide a map to help answer items a) and b). The Principal Arterial 'route' is defined as the uninterrupted length of the arterial that provides medium to long trips in the seven-county metropolitan area. The route may be an existing or planned road on the TAB adopted system. The route may be longer than the proposed project and include freeway sections, but it must be continuous and include only the portion of the roadway designated as a Principal Arterial and be of a non-freeway design. The endpoints of the route must be a principal or other minor arterial, or the boundary of the seven-county region. Two submittals on the same route must be at least 7 miles apart. Provide a map showing the length of the Principal Arterial route and the closest parallel 'A' Minor or Principal Arterials on both sides of the Principal Arterial. Points under this criterion are assigned based on the current and forecasted traffic volume on the Principal Arterial route and the current transit ridership on the Principal Arterial route.

a) Provide the current (2009) and forecasted (2030) average daily traffic volume at two or more locations on the Principal Arterial route. MN/DOT 50-series maps should be used for current counts. Use approved city or county comprehensive plans, Met Council, accepted State Aid traffic factors by county, or a transportation study with documented acceptable forecasting methodology for forecasted volume.

RESPONSE:

b) Is public transit currently provided on this Principal Arterial route? If yes, what is the average annual ridership? The applicant does not need to provide this information in its funding application. Data will be provided by the Metropolitan Council staff based on the project location map and description.

RESPONSE:

B. Deficiencies and Solutions on Principal Arterial. 275 points

The regional solicitation process is one means of implementing regional plans. The region's Transportation Policy Plan states that the regional highway and street system will be preserved, managed, improved and expanded to support existing and planned land uses and safety and mobility needs consistent with the Regional Development Framework, the Transportation Policy Plan and approved local and county comprehensive plans. The following criteria reflect these objectives.

1. **Crash Reduction.**

0-150 points Calculate the total number of crashes reduced due to improvements on the Principal Arterial made by the proposed project. Points will be awarded based on the total three-year number of crashes projected to be reduced by the proposed project. The applicant must base the estimate of crash reduction on the methodology found in Appendix E. The applicant must calculate the frequency using the Mn/DOT TIS system average for calendar years 2007 through 2009. ∗

RESPONSE:

2. **Air Quality.** The Transportation Policy Plan strongly supports environmental considerations when making transportation funding decisions. The Council supports funding priorities for transportation projects that ensure prevention of air quality violations through the reduction of mobile source emissions.

The applicant must show that the project will reduce emissions and help the region to maintain its attainment of federal carbon monoxide standards. All assumptions and calculations must be clearly documented and explained in order to receive points. The applicant must include documentation of how the VMT reduction was determined and specify the speed used for the assumptions. Speed assumptions shall be based on the methodology found in Appendix F. Points under this criterion will be awarded based on the reduction of carbon monoxide (CO), nitrogen oxides (NOx), and/or volatile organic compounds (VOC) emissions the proposed project is expected to provide and if the project is near an air quality monitoring site.

0-50 points The applicant must demonstrate through a quantitative analysis that CO, NOx, and/or VOC emissions (in KILOGRAMS/DAY) will be reduced compared to the no-build alternative. The applicant must estimate CO, NOx, and/or VOC emissions reductions using the MOBILE6 emissions factors and vehicle emissions reduction worksheet in Appendix G.

RESPONSE:

3. **Congestion Reduction.**

0-75 points The applicant must show that the proposed project will reduce congestion at the most congested location on the Principal Arterial. The applicant must include the current volume to capacity (v/c) ratios in the AM

∗ Applicants should request crash data from Mn/DOT as early as possible. An agency that wishes to dispute the results of their crash data requests can contact Ryan Coddington at 651-234-7841 (or Ryan.Coddington@state.mn.us) to reconcile those differences.

and PM peak hours and the improvement in the ratios resulting from the project. Projects that have low existing v/c ratios will receive less credit for the improvement resulting from the project than projects that address a problematic existing v/c ratio. The applicant must use the methodology, worksheet and look-up tables found in Appendix H. The applicant must conduct a corridor analysis for new alignments, comparing parallel routes that will be affected by the project.

RESPONSE:

C. Cost Effectiveness. 300 points

The Regional Development Framework and Transportation Policy Plan document the need for adequate transportation funding to implement regional transportation plans. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

1. Crash Reduction.

0-125 points The applicant must calculate the cost per crash reduced by the proposed project. The applicant must divide the total cost of the project by the answer from criterion B.1. Points will be awarded based on the relative cost per crash reduced.

RESPONSE:

2. Air Quality

0-75 points The applicant must calculate the cost per kilogram per day that will be reduced by the proposed project compared to the no-build alternative. The applicant must divide the total project cost by the estimated reduction in CO, NOx, and/or VOC emissions per day calculated in question B.2.

RESPONSE:

3. Congestion reduction.

0-100 points The applicant must calculate the cost per increase in hourly person throughput provided by the proposed improvement. The applicant must use the worksheet in Appendix I. Points will be awarded based on the lowest cost per increase in person throughput, but if there is little congestion under existing conditions fewer points will be awarded for increasing person throughput.

RESPONSE:

D. Development Framework Implementation. 425 points

The Metropolitan Development Guide is comprised of the ***2030 Regional Development Framework*** and system plans for transportation, including highways, transit and aviation; water resources management; and regional parks and trails. Together, the Development Framework and system plans create a vision for the region and are intended to help ensure the orderly, economical development of the seven-county area. The ***Framework*** is organized around four overall goals:

- Efficient Growth. Work with local communities to accommodate growth in a flexible, connected and efficient manner.
- Multi-modal Transportation. Plan and invest in multi-modal transportation choices, based on full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
- Housing Choices. Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities
- Natural Resource protection. Work with local and regional partners to conserve, protect and enhance the region's natural resources.

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council's regional systems plans. Local communities have submitted plans for 2030 and these have been reviewed by the Council.

1. Development Framework Planning Area Objectives **0-100 points**

Strategies for regional development relate directly to growth patterns within the region. The ***Framework*** communities are identified according to their regional planning area designation which is based on its geographic location, existing development patterns, forecast growth, planned land uses, and the availability of infrastructure. The project's relationship to **Framework** and **TPP** are addressed in the qualifying criteria.

The objective of this section is to address the land use and transportation linkages and how the project supports development and the accommodation of growth for the communities affected.

What are the 2030 land uses proposed in the community(ies) adopted plan for the project area/corridor affected? Identify the TAZs that lie partially or wholly within the project limits.

RESPONSE:

How does the project support this 2030 land use plan in the project area? Refer to the land use map and provide the land use categories and their description from the adopted local comprehensive plan.[5]

RESPONSE:

How does the project support 2030 forecasts for the project area? [Council staff will evaluate this criterion and will provide the following information to assist in the evaluation of this criterion: TAZ Project Area demographic profile population, household, employment and retail employment. The applicant does not need to provide a response.]

5 Future Land Use map (planned land use 2030) and description for example: "low density residential—Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre." "residential mixed use—Residential at a gross density of 7 to 30 units per acre, neighborhood commercial uses may be appropriate." "General Commercial—Broad range of businesses, generally highway-oriented, serving other businesses and City residents and requiring buffering from surrounding residential areas." "Agriculture—primarily agricultural purpose, including farming and horticulture, including farmstead or rural residence." [Examples from City of Coon Rapids Comprehensive Plan]

2. Progress Towards Affordable Housing Goals **0-50 points**

NOTE: Information and analysis in this section will be provided by Council staff

Methodology for Evaluating Progress Made Towards Affordable Housing Goals

Up to 50 points can be awarded to a project, based upon a community's or group of communities' progress in addressing their affordable housing goals for 1996-2010.

For communities that participate in the Livable communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals was used to determine the progress they have made toward providing opportunities to address their affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council's LCA goal setting methodology used in determining goals for 1996 to 2010.

Communities negotiated goals for both ownership and rental housing. Analysis consisted of comparing the goal, progress made to date and determining the percentage of the goal achieved for both ownership and rental combined.

Example of Analysis:

	Negotiated Goal	Progress to Date	Overall Progress Made - %
Rental Units	900	200	
Ownership Units	200	125	
Total Housing Units	**1,100**	**325**	**30%**

Scoring:

Percent of Progress Made:	Points Awarded:
90-100%	50
71-89%	40
51-70%	30
31-50%	20
11-30%	10
1-10%	5

For projects with 2 or more communities, scores are averaged and then applied to the project. Communities that do not have negotiated goals are given the same average score of the other communities within their group.

3. Land Use and Access Management Planning

The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to

projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.

0-100 points Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.

RESPONSE:

Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.

RESPONSE:

Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network**.** Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

4. Corridor Access Management Improvements

0-100 points Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:

i. Private Residential Driveways/Field Entrances

RESPONSE:

j. Low-Volume Private Driveways * (Under 500 trips per day)

RESPONSE:

k. High-Volume Private Driveways * (Over 500 trips per day)

RESPONSE:

l. Public Streets

RESPONSE:

* *Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*

~~5. Land Use and Access Management Planning~~

~~The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning~~

for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.

0-70 points Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.

RESPONSE:

Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.

RESPONSE:

6. Access Management Ordinance Compliance

0-70 points Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network. Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

7. Corridor Access Management Improvements

0-70 points Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:

cc. Private Residential Driveways/Field Entrances

RESPONSE:

dd. Low-Volume Private Driveways * (Under 500 trips per day)

RESPONSE:

ee. High-Volume Private Driveways * (Over 500 trips per day)

RESPONSE:

ff. Public Streets

RESPONSE:

~~* Private driveways may be commercial, industrial or institutional uses such as school or hospitals.~~

5. Integration of Modes

0-75 points The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects. The integration of modes criteria evaluate the value of the proposed project in providing better accommodations for pedestrians, bicyclists, transit and freight vehicles. Such accommodation should be provided within the existing right-of-way and provide the same level of access as motor vehicles unless it is shown to be impractical. In such cases, the project may include facilitation of such travel outside of the roadway right-of-way along a close parallel route. Principal Arterials are the highest capacity highways that make up the metropolitan highway system and carry single occupant vehicles, freight vehicles, and express buses. With some exceptions, non-motorized travel is not well-suited to travel alongside non-freeway principal arterials but without careful planning and development, this roadway type can be a barrier to such travel because it has high speeds, and provides few and difficult crossing opportunities.

Pedestrians: Examples of pedestrian improvements include construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard, and providing pedestrian lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadways. Some examples of these kinds of improvements are installation of pedestrian countdown signals with crosswalks, reducing the effective crossing distance by installing curb extensions and pedestrian medians, and reducing the speed of vehicles making turning movements at intersections. Different treatments are appropriate for different types of roadway conditions.

Include a map that shows all new or reconstructed walkways or multi-use paths that will be constructed as part of this project as well as all pathways that these walkways will connect to and any potential pedestrian destinations such as schools, residences, transit stops, parks, and businesses within ¼ mile of the project area that will be accessible to pedestrians. In the response field, indicate the characteristics of these pedestrian facilities (i.e. multi-use trail, sidewalk, or crosswalk etc.). All pedestrian facilities must be designed to be ADA-compliant at a minimum.

RESPONSE:

Bicyclists: Examples of bicycle improvements include striping a bike lane or a marked shoulder that is 5 feet wide or greater, installing an off-road pathway where conditions favor one, and intersection treatments designed to reduce motor vehicle and bicycle conflict. Different treatments are appropriate for different types of roadway conditions.

Include a map that shows all new or reconstructed bikeways that will be constructed (or striped) with this project, and show how they connect to an existing or planned bikeway network. Also show potential destinations along the roadway segment and within a ¼ mile of the project area that will be accessible with this bikeway network such as schools, parks residences,

transit stops, and businesses. In the response field, indicate the characteristics of these pedestrian facilities (i.e. bike lane, striped shoulder, cycle track, multi-use trail etc.).

RESPONSE:

Transit: Examples of transit improvements include improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers, and placing bus stops on the far side of intersections. In some cases, other improvements to the roadway, including curb bump-outs for bus stops or the construction of bus lanes can improve transit service reliability and speed along the roadway.

Is there transit service on the roadway? If so, what elements of this project will enhance the mobility of transit vehicles, if any? What elements of this project will improve passenger access to transit stops?

RESPONSE:

Freight: Freight improvements will be evaluated on the role of the roadway in providing freight mobility.

What is the current daily heavy commercial traffic along the project segment? Is the roadway used to access any of the regional intermodal freight terminals in Appendix J and does the road connect any of these terminals to a freeway?

RESPONSE:

~~The Transportation Policy Plan places importance on investing in multimodal transportation choices and supports the development of a transportation system that accommodates the mobility needs of users of all modes including motorists, transit vehicles and riders, pedestrians of all levels of functional ability, bicyclists and freight movers. Principal Arterials are the highest capacity highways that make up the metropolitan highway system and carry single occupant vehicles, freight vehicles, and express buses. With some exceptions, non-motorized travel is not well-suited to travel alongside non-freeway principal arterials but without careful planning and development, this roadway type can be a barrier to such travel because it has high speeds, and provides few and difficult crossing opportunities.~~

~~Please provide the information requested below on the existing conditions and proposed changes to the roadway environment and include maps, schematics or cross-sections as appropriate. Please note that all projects that receive STP funding must meet the requirements of the Americans with Disabilities Act (ADA). If the project does not include any multimodal components or does not impact one or more modes of travel, it is only necessary to answer questions related to the existing conditions for each mode. Evaluation of this criterion will~~

be based on the degree to which multimodal transportation objectives are incorporated into the project. The appropriate extent and character of multimodal improvements may differ based on the role that the road serves and differing roadway conditions that can affect its design.

Transit:

Roadway projects can support transit service by improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers, placing bus stops on the far side of intersections and improving the pedestrian environment, particularly for people with disabilities. In some cases, other improvements to the roadway including curb bump-outs for bus stops or the construction of bus lanes can improve transit service reliability and speed along the segment. Projects will not be evaluated based on the existence of transit service but rather how the needs of transit vehicles and passengers are incorporated into the project if transit service exists.

Existing Conditions:

Is there transit service and/or stops along the segment of the project?

RESPONSE:

If so, provide a map that shows the current placement of bus stops along the segment. If not, the project will be evaluated solely on the non-motorized and freight components of this criterion.

Describe transit stop compliance with current ADA Accessibility Guidelines if applicable (curb ramps, boarding and alighting areas and accessible connections to sidewalks and streets).

RESPONSE:

Changes to Conditions from the Project:

How will the project affect transit service or the conditions for transit riders along the project segment?

RESPONSE:

Pedestrians:

Roadway projects can be opportunities to improve the environment for pedestrian activity that occurs or may occur in the project area. Improvements to the pedestrian environment include the construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard and providing lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadway. Some examples of these kinds of improvements are installation of pedestrian countdown signals, marking crosswalks, reducing the effective crossing distance for pedestrians by installing curb extensions and pedestrian medians, and by influencing the speed of vehicles making turning movements at intersections. Different treatments are appropriate for different types of roadway conditions.

Provide information on the existing conditions for pedestrians in the project area:

Provide a map or aerial photo/schematic that shows all existing pedestrian walkways, multi-use paths and signalized and unsignalized pedestrian crossings in the project area.

Describe or show on a map how the walkways or multi-use paths are connected to a wider pedestrian network beyond the project area. Describe destinations in the network such as schools, residential areas, transit stops, etc. within a half-mile of the project area:

RESPONSE:

Briefly describe the pedestrian environment along the walkways in the project area including landscaping, roadway/walkway buffers, lighting, etc.. If markedly different conditions exist along different parts of the roadway segment, describe them separately paying particular attention to existing deficiencies that will be addressed by the project. If a there are bridges along the project section, describe the pedestrian condition on and approaching the bridge.

RESPONSE:

Provide information on changes to the pedestrian environment from the project and provide a plan or schematic if one has been developed:

Describe methods that will be used to facilitate safer and more pleasant pedestrian movement **alongside** the roadway

RESPONSE:

Describe methods that will be used to facilitate safer pedestrian **crossings** of the roadway

RESPONSE:

If there are any new walkways or multi-use paths to be constructed with this project, will they be connected to an existing wider pedestrian network beyond the project area? Describe or show on a map destinations in this network such as schools, residential areas, transit stops, etc. within a half-mile of the project area. (If the project only includes reconstruction of existing pathways described above, do not answer this question.)

RESPONSE:

Bicyclists:

Roadway projects can be an opportunity to improve the conditions for bicycle travel along and crossing the corridor. Examples of ways to improve the bicycling environment include installing bike lanes or 5-foot marked shoulders, off-road paths where conditions favor them, and intersection treatments designed to reduce motor vehicle and bicycle conflict.

Provide information on the existing conditions for bicyclists in the project area:

Provide a map or aerial photo/schematic that shows all existing bicycle facilities along the roadway segment (off-road trails, multi-use paths, bike lanes, marked shoulders, unmarked shoulders, and bicycle accessible crossings of the roadway) as well as any regional trail that intersects with the project segment.

~~Provide information on changes to the bicycling environment from the project and provide a plan or schematic if one has been developed:~~

~~Describe methods that will be used to facilitate safer and more convenient bicycle travel along the roadway segment (pathway construction, bike lane striping, shoulder improvements, improved accommodation on bridges etc.). If a project plan has been developed that shows the location of improvements, please provide it as well.~~

~~RESPONSE:~~

~~Does the bikeway included in this project connect to an existing official bikeway network? Describe destinations in the network that are or will be accessible by bicycle, such as schools, residential areas, employment areas, regional trails and parks etc. within one mile of the project area.~~

~~RESPONSE:~~

~~**Freight:**~~
~~Roadway projects that are located in important freight moving areas and that aim to improve freight movement will receive higher scores in this criterion.~~

~~What is the current daily heavy commercial traffic along the project segment?~~

~~RESPONSE:~~

~~Is the roadway used to access any of the regional intermodal freight terminals in Appendix J? If so, please list them:~~

~~RESPONSE:~~

~~Does the road connect any of the terminals to a freeway? If so, describe the route:~~
~~RESPONSE:~~

E. Maturity of Project Concept. 100 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

0-100 points Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE: Please complete the project implementation schedule found in Appendix K.

TOTAL: 1,200 POINTS

BIKEWAYS and WALKWAYS

DEFINITION--Bikeway/walkway projects must meet one or both of the following definitions to qualify for further evaluation:

A BICYCLE TRANSPORTATION FACILITY DESIGNED PURSUANT TO AN OVERALL PLAN FOR THE TRANSPORTATION USE OF BICYCLES, OR OTHER VEHICLES PROPELLED BY HUMAN POWER. Specifically, a "bicycle transportation facility" means new or improved lanes, bike paths, marked bike routes or shoulders for use by bicyclists serving major traffic generators. STP funds may be used for traffic control devices, shelters, and parking facilities for bicycles when integrated with a major bicycle facility. Improvements in safety, speed and attractiveness must receive high priority in the design of bicycle facilities to enable bicycling to compete as an alternative mode of transportation.

A PEDESTRIAN TRANSPORTATION FACILITY DESIGNED PURSUANT TO AN OVERALL PLAN AND DESIGNATED FOR THE USE OF PEDESTRIANS. Pedestrian transportation facilities are defined as new or improved paths, skyways, traffic control devices, shelters and other capital improvements designed to accommodate pedestrian needs.

Bicycle/Pedestrian Facilities Purpose/Vision

The region's transportation plan recognizes travel on foot and by bicycle as important elements of transportation. These modes are critical to transit friendly land uses that are denser and mixed in their development patterns. The pedestrian and bicyclist both support and are supported by this development pattern. Facilities provided through this process will support the region's bicycle and pedestrian systems by filling gaps and overcoming barriers, thereby providing additional access and mobility to the region's residents and a cost-effective alternative to driving on congested roadways.

GENERAL INFORMATION AND RESTRICTIONS

Bicycle or walkway projects which fail to meet the definition of a "major bicycle transportation facility" or "pedestrian transportation facility" should consider other forms of funding. One possible source is the Transportation Enhancement Program (TE), found elsewhere in this document. Bicycle and pedestrian facilities are eligible under the TE program and the criteria are less restrictive.

A construction project must be a permanent improvement having independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

The applicant must attach a map, with scale and north arrow, highlighting the proposed project and all existing and planned bikeways or walkways clearly marked and labeled as to construction type (separate bike/walk path, bike/walk lanes/paved shoulders or signed bike/walk routes). The applicant shall also provide maps showing how the proposed project is connected to or a part of the existing and/or planned system of bicycle/pedestrian facilities, typical cross-sections of the facility for each segment where the design changes, and cross section continuity where the project connects to the existing system.

Proposed designs for bikeways and for combined bike/pedestrian facilities must meet MN/DOT State Aid standards, and take consideration of MN/DOT Bicycle Transportation Planning and Design Guidelines. Exceptions to the State Aid standards are granted during final design based on social, economic or environmental alternatives**, not** through this solicitation process. Failure to meet the standards or justify exemptions will result in the loss of federal funds.

Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2015 or 2016. When the selected projects are programmed, the TAB will increase both the federal amount and the non-federal match amount to

account for any anticipated inflation. The inflated amount of federal funding in the TIP will not be adjusted further.

BIKEWAYS and WALKWAYS - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. The applicant must demonstrate that the bikeway or walkway project is consistent with adopted regional plans; namely, the Metropolitan Council's Development Guide, including the Transportation Policy Plan and the Regional Development Framework. The applicant must identify how the project is consistent with the adopted plans, and cite which specific plans, policies, and/or sections of text are applicable, and on which pages they can be found.

RESPONSE:

2 The project must be included in, be part of, or address a transportation ~~relate to a~~ problem or need ~~or direction discussed~~ identified in one of the following: 1) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study (trunk highway studies must be approved by Mn/DOT and Metropolitan Council); or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

3. A project must be a permanent improvement having independent utility. The term “independent utility” means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. The applicant must state that the proposed construction project is a permanent improvement.

RESPONSE:

4. STP funds for bikeways and walkways are intended for facilities that provide an alternative mode of travel for purposeful trips, such as commuting or shopping. The applicant must demonstrate that the proposed facility serves a significant transportation purpose rather than only a recreational purpose.

RESPONSE:

5. If the project provides a grade separated crossing over a significant barrier such as a railroad or trunk highway, the applicant must demonstrate that the project is designed to prevent, discourage or minimize at-grade crossings. The applicant must further demonstrate that the project is designed to prohibit crossing for a reasonable distance in each direction from the crossing so as to maximize the usefulness of the grade separation.

RESPONSE:

6. TAB will not provide funds for normal sidewalk construction or reconstruction adjacent to functionally classified local or collector streets.

RESPONSE:

7. STP funds for bikeway and walkway facilities can only be used for the implementation costs of the construction project, including construction, right of way acquisition, materials, and clean-up. STP funds **cannot** be used for study completion, engineering, design, or other similar costs and should not be included in the total project cost or non-federal match. Further, STP funds **cannot** be used for noise barriers, drainage projects, fences, landscaping, or other similar costs as stand-alone projects, but are eligible if included as part of a larger otherwise eligible project.

RESPONSE:

8. The applicant must demonstrate that the facility will be available to and serve the general public. Skyways that connect two private buildings are not eligible. A skyway must connect to a public building and be open to the public during the same hours as the system of skyways to which the proposed project is linked. Bikeways must also be accessible and available to the general public.

RESPONSE:

9. The applicant must include a letter from the agency with jurisdiction over the final project indicating that it is aware of the project and agrees to operate and maintain the project for its useful life. The applicant must assure that it will not change the use of any right-of-way acquired without prior approval from the Minnesota Department of Transportation and the Federal Highway Administration.

RESPONSE:

10. Applicants can request up to a cap of $5,500,000 in STP funds for a specific Bikeway/Walkway project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the project's federal cost must exceed $250,000. The applicant must show the requested federal amount and total project cost on the cover page. One unit of government, such as a county, could "package" more than one small project to meet the minimum level. A project may include separate but related elements and support facilities that are not at the same location.

RESPONSE:

11. STP funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any STP project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project’s construction.

RESPONSE:

BIKEWAYS and WALKWAYS - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

~~. **Implementation of Planned Systems.** **175points**~~

~~Points under this criterion will be assigned based on whether the project implements part of a facility identified in one or more plans.~~

~~1. **0-175 points** The applicant must demonstrate that the project implements part of a bicycle system plan(s), walkway plan, state plan, regional plan, county plan, local comprehensive plan, or a capital improvement program formally adopted by one or more of the following:~~

~~a) National or multi-state plan.~~
~~b) State plan.~~
~~c) Legislatively required facility plan.~~
~~d) Metropolitan Parks and Open Space Commission.~~
~~e) One or more of the counties within the region.~~
~~f) One or more of the cities and townships located within the region.~~

~~The applicant shall include maps indicating the proposed facility from the applicable plans listed above.~~

A. Facility Type. 250 points

Points under this criterion are assigned in relation to how significant the barrier is that will be crossed and how well the project improves network connectivity. Added points are assigned given the importance of the separate segments to be connected.

The applicant should address either criteria A-1 or A-2, whichever best describes the project being proposed. If the project includes both spot facilities to overcome barriers and system segments, complete both A-1 and A-2, and the average score will be used to award up to 200 points.

A-1. Spot Facilities to Remove Barriers.

0-250 points The applicant must provide the following information describing the barrier to be overcome and the bike/pedestrian facility to be used for this purpose.

a. Magnitude of barrier, i.e., width, elevation differences; if barrier is a roadway: number of lanes, average daily traffic, posted speed, etc.

RESPONSE:

b. Ease of closing or overcoming the barrier using the proposed project relative to the next easiest alternative remaining after construction of the proposed project, expressed in distance and elevation changes.

RESPONSE:

A-2. System Segments.

0-250 points The applicant must demonstrate how the project contributes to the continuous and connected implementation of a significant element(s) of the system plan(s):

a. Identify the number, location and length of segments and routes of existing and planned bicycle/walkway facilities that will connect to the proposed project.

RESPONSE:

b. Maximum grade and length thereof for bicycles/pedestrians.

RESPONSE:

c. Number of stops per mile for bicycles/pedestrians.

RESPONSE:

B. Potential Use. 250 points

0-250 points Metropolitan Council staff will provide the data for items a., b. and c. for each proposed project, however, applicants must provide a location map and a detailed scaled map showing the project limits and length. Traffic analysis zones that encompass or abut the proposed project will be valued at 100%. Traffic analysis zones within one mile of the project will be valued at 50%.

The applicant must answer item d. below.

a. 2010 population density of traffic analysis zones within one mile of the proposed project.
b. 2000 employment (or the most recent available) density of traffic analysis zones within one mile of the proposed project.
c. 2009 college/university enrollment of traffic analysis zones within one mile of the proposed project.
d. Describe how the proposed bikeway/walkway project will provide more direct connections between trip origins and destinations. Project will be scored based on this response and on an analysis of network connectivity improvements.

RESPONSE:

C. Cost Effectiveness. 200 points

Metropolitan Council staff will perform all calculations in item D using Metropolitan Council forecasts and the location map and a detailed scaled map of the project showing limits and length provided in criterion B. Traffic analysis zones that encompass or abut the proposed project will be valued at 100%. Traffic analysis zones within one mile of the project will be valued at 50%. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

D-1. **0-50 points** Total cost of the project (federal and match) divided by the total population (2010) within traffic analysis zones within one mile of the project limits.

D-2. **0-50 points** Total cost of the project (federal and match) divided by the total future population (2030) within traffic analysis zones within one mile of the project limits.

D-3. **0-50 points** Total cost of the project (federal and match) divided by the total employment (2000 or most recent available) within traffic analysis zones within one mile of the project limits.

D-4. **0-50 points** Total cost of the project (federal and match) divided by the total future employment (2030) within traffic analysis zones within one mile of the project limits.

D. Safety/Security. 100 points

0-100 points Points will be given based on how well the project addresses safety issues and aims to eliminate existing or potential safety hazards. Discuss any safety-related issues that will be addressed by the project. Include any available project site-related safety data, e.g., crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle), reduction or elimination of steep grades, provision of signage, etc. The applicant shall provide an evaluation of security needs for the project location and how the project will provide security measures consistent with those needs.

RESPONSE:

E. Development Framework Implementation 200 Points

The Metropolitan Development Guide is comprised of the ***2030 Regional Development Framework*** and system plans for transportation, including highways, transit and aviation; water resources management; and regional parks and trails. Together, the Development Framework and system plans create a vision for the region and are intended to help ensure the orderly, economical development of the seven-county area. The ***Framework*** is organized around four overall goals:

- Efficient Growth. Work with local communities to accommodate growth in a flexible, connected and efficient manner.
- Multi-modal Transportation. Plan and invest in multi-modal transportation choices, based on full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
- Housing Choices. Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities
- Natural Resource protection. Work with local and regional partners to conserve, protect and enhance the region's natural resources.

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council's regional systems plans. Local communities have submitted plans for 2030 and these have been reviewed by the Council.

1. Development Framework Planning Area Objectives **0-100 points**

Strategies for regional development relate directly to growth patterns within the region. The ***Framework*** communities are identified according to their regional planning area designation which is based on its geographic location, existing development patterns, forecast growth, planned land uses, and

the availability of infrastructure. The project's relationship to **Framework** and **TPP** are addressed in the qualifying criteria.

The objective of this section is to address the land use and transportation linkages and how the project supports development and the accommodation of growth for the communities affected.

What are the 2030 land uses proposed in the community(ies) adopted plan for the project area/corridor affected? Identify the TAZs that lie partially or wholly within the project limits.

RESPONSE:

How does the project support this 2030 land use plan in the project area? Refer to the land use map and provide the land use categories and their description from the adopted local comprehensive plan.[6]

RESPONSE:

How does the project support 2030 forecasts for the project area? [Council staff will evaluate this criterion and will provide the following information to assist in the evaluation of this criterion: TAZ Project Area demographic profile population, household, employment and retail employment. The applicant does not need to provide a response.]

2. Progress Towards Affordable Housing Goals **0-50 points**

NOTE: Information and analysis in this section will be provided by Council staff

Methodology for Evaluating Progress Made Towards Affordable Housing Goals

Up to 50 points can be awarded to a project, based upon a community's or group of communities' progress in addressing their affordable housing goals for 1996-2010.

For communities that participate in the Livable communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals was used to determine the progress they have made toward providing opportunities to address their affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council's LCA goal setting methodology used in determining goals for 1996 to 2010.

Communities negotiated goals for both ownership and rental housing. Analysis consisted of comparing the goal, progress made to date and determining the percentage of the goal achieved for both ownership and rental combined.

---

6 Future Land Use map (planned land use 2030) and description for example: "low density residential—Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre." "residential mixed use—Residential at a gross density of 7 to 30 units per acre, neighborhood commercial uses may be appropriate." "General Commercial—Broad range of businesses, generally highway-oriented, serving other businesses and City residents and requiring buffering from surrounding residential areas." "Agriculture—primarily agricultural purpose, including farming and horticulture, including farmstead or rural residence." [Examples from City of Coon Rapids Comprehensive Plan]

Example of Analysis:

	Negotiated Goal	Progress to Date	Overall Progress Made - %
Rental Units	900	200	
Ownership Units	200	125	
Total Housing Units	**1,100**	**325**	**30%**

Scoring:

Percent of Progress Made:	Points Awarded:
90-100%	50
71-89%	40
51-70%	30
31-50%	20
11-30%	10
1-10%	5

For projects with 2 or more communities, scores are averaged and then applied to the project. Communities that do not have negotiated goals are given the same average score of the other communities within their group.

3. Integration of Modes

0-50 points The project proposal will receive a higher score under this criterion if it improves bicycle or pedestrian access to transit routes. Provide a map that shows all transit stops, stations and park & ride lots that will be reachable by the facility.

RESPONSE:

F. Maturity of Project Concept. 200 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

0-200 points Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

TOTAL: 1,200 POINTS

Federal CMAQ Funding Application – Transit Expansion

INSTRUCTIONS: Return the completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. **Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.** (Form 2)	Office Use Only

I. GENERAL INFORMATION

1. APPLICANT:			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS:			
CITY:	STATE:	ZIP CODE:	4. COUNTY:
5. CONTACT PERSON:	TITLE:		PHONE NO. ( )
6. CONTACT E-MAIL ADDRESS:			

II. PROJECT INFORMATION

7. PROJECT NAME:
8. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc…):
9. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATIONAL DATES.:

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes ☐ No ☐

If yes, please identify the source(s):

10. FEDERAL AMOUNT: $	15. REQUESTED PROGRAM YEAR: ☐ 2015 ☐ 2016
11. MATCH AMOUNT: $	16. SIGNATURE
12. PROJECT TOTAL: $	
13. MATCH % OF PROJECT TOTAL:	17. TITLE:
14. SOURCE OF MATCH FUNDS:	

Federal CMAQ Funding Application – System Management

INSTRUCTIONS: Return the completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. **Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.** (Form 2)	Office Use Only

I. GENERAL INFORMATION

1. APPLICANT:			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS:			
CITY:	STATE:	ZIP CODE:	4. COUNTY:
5. CONTACT PERSON:	TITLE:		PHONE NO. ( )
6. CONTACT E-MAIL ADDRESS:			

II. PROJECT INFORMATION

7. PROJECT NAME:
8. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc…):
9. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATIONAL DATES.:

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes ☐ No ☐

If yes, please identify the source(s):

10. FEDERAL AMOUNT: $	15. REQUESTED PROGRAM YEAR: ☐ 2015 ☐ 2016
11. MATCH AMOUNT: $	16. SIGNATURE
12. PROJECT TOTAL: $	
13. MATCH % OF PROJECT TOTAL:	17. TITLE:
14. SOURCE OF MATCH FUNDS:	

PROJECT INFORMATION

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

ROAD SYSTEM_____ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD_____(Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From:_____

To:_____
(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK _____

_____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO._____ NEW BRIDGE/CULVERT NO. _____

STRUCTURE IS OVER _____

Maps and other required documents

All applications must include the following:

1. A map of the project location. If it is a facility or on a facility, highlight the location of the facility (roadway, park & ride lot etc.) on a city or county roadway map. If it is for transit service or buses, highlight the transit route that will be expanded with the proposed investment.

2. A 2030 Land Use Map(s) for all cities to be served by the project with TAZs identified. These can be obtained from the city's local comprehensive plan.

3. For transit projects only: A transit service plan that includes number of trips, stop locations and travel time.

IV. CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

PURPOSE OF CMAQ: CMAQ provides flexible funding to state and local governments for transportation projects and programs to help meet the requirements in the Clean Air Act of 1990. Funding is available in areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) for ozone, carbon monoxide (CO) and small particulate matter (PM-10), as well as former nonattainment areas that are now in compliance (CO maintenance areas), such as the Twin Cities region.

CMAQ Purpose/Vision

The Regional Development Framework cites critical policy directions for the region including preservation of the natural environment. CMAQ funds provide the resources for a variety of transportation services and facilities to help meet the requirements in the Clean Air Act Amendments of 1990. Funding decisions must benefit the carbon monoxide maintenance area, which is somewhat smaller than the seven-county metropolitan region (see Appendix M for the CO maintenance area).

GENERAL INFORMATION AND RESTRICTIONS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users, (SAFETEA-LU) was passed in 2005. It provides a source of flexible funds to state and local governments for the Congestion Mitigation Air Quality (CMAQ) Program. The seven-county region expects to utilize a significant portion of these funds that come to the state. The region has programmed approximately $350 million in CMAQ funds for projects since the Intermodal Surface Transportation Efficiency Act (ISTEA) was passed in 1991. SAFEATEA-LU expired on September 30, 2009, but Congress has extended the Act several times through September 30, 2011. A new federal transportation Act is expected to be passed during the summer of 2011, during this regional solicitation. At the start of this regional solicitation in May, 2011, the region does not know what the new Act could mean for CMAQ project eligibility or funding. Therefore, the region is unable to provide a target amount of CMAQ funds available in the 2011 regional solicitation. When the new Act is passed, the region will move quickly to determine how it impacts project eligibility as defined in this solicitation.

Federal guidance issued by the FHWA in October 2008 describes how these funds can be spent. The portion of federal guidance regarding project eligibility is included as Appendix L. Links to supplemental CMAQ program guidance documents released by FHWA since the April 1999 guidance are included at the beginning of Appendix L. The TAB and Council have chosen to modify the potential uses of CMAQ funds described in the federal guidance. A set of qualifying and prioritizing criteria have been developed that evaluates projects based on the regional adopted plans and strategies to address congestion and air quality issues. The principal focus of that effort as recorded in the regional transportation plan is to encourage high-occupant vehicle use, encourage ridesharing and transit use and to coordinate land use and transportation services. The region strongly supports management of the highway system to encourage high occupancy vehicle use and to utilize the existing facilities in the most productive manner. The Metropolitan Council's Transportation Policy Plan describes specific regional transit and paratransit needs that address the region's major strategy to reduce carbon monoxide and other mobile source pollutants. The region is also committed to improving traffic flows using transportation system management technology thereby reducing congestion and air pollution.

Although the TAB may award STP funds to transit capital and transportation system management projects, the TAB does not solicit for those projects within the STP funding program. Those projects should be submitted under the CMAQ criteria in this solicitation package.

All proposed projects will be subject to a U. S. Department of Transportation review for eligibility prior to a final selection by the TAB.

GENERAL POLICIES

1. The regional solicitation process is open to all seven metro area counties and all cities and townships within the seven metro area counties, all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, and the ten Regional Park System implementation agencies. Other local nonprofit agencies or parties and special governmental agencies may also apply for funding.

   Although many organizations may apply for CMAQ funds through the regional solicitation, only certain ones can enter into an Agency Agreement with and set up an account to spend the CMAQ funds to implement the project. The seven metro area counties, cities with population over 5,000 and state agencies can enter into an Agency Agreement directly with MN/DOT. All other applicants must find an eligible public agency sponsor.

   The public agency sponsor is the local unit of government of record and is responsible for working with the applicant to ensure that all project requirements are met. An Agency Agreement is written between MN/DOT and the local unit of government of record. The local unit of government will administer the project using the State Aid for Local Transportation (SALT) Delegated Contract Process (DCP) for federal aid projects.

2. CMAQ funds are available for a variety of projects and programs. All projects and programs that are eligible for CMAQ are eligible in the Regional Solicitation except Planning and Project Development in Section VII, sub-section A-4. Although eligibility is broad, not all eligible projects fit well within the CMAQ prioritizing criteria adopted by the TAB. The TAB has developed criteria to evaluate two types of eligible projects: transit expansion and traffic control measures. These two project categories include many different specific project types, but do not lend themselves to evaluating a diesel retrofit project, for example. The final guidance dated October 2008 can be accessed through: http://www.fhwa.dot.gov/environment/cmaqpgs/08guide.htm. The project eligibility provisions of the final guidance is also provided in Appendix L. The eligible activities in the final guidance are similar to those in previous solicitations with two notable exceptions. CMAQ funds are now available for value or congestion pricing projects, and the prohibition on using CMAQ funds for New Starts operating assistance has been lifted. All projects must comply with the requirements of the Americans with Disabilities Act.

   The Clean Air Act requires that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) give priority to the implementation of transportation portions of applicable State Implementation Programs (SIPs), and Transportation Control Measures (TCMs) from applicable SIPs are provided the highest priority for funding under the CMAQ Program.

   Transportation activities in approved SIPs are generally considered to be eligible activities and must be given the highest priority for CMAQ funding. Their air quality benefits will generally have already been documented. If not, such documentation is necessary before CMAQ funding can be approved. Further, the transportation activity must contribute to emission reductions necessary to bring the area into attainment.

3. Operating costs for existing transit service and maintenance costs are not eligible for CMAQ funds under the TAB process.

   Construction projects that will add new capacity for single-occupant vehicles are not eligible under this program unless the project consists of a HOV facility available to single-occupant vehicles only at off-peak travel times. For purposes of this program, construction of added capacity for single-occupant vehicles means the addition of general purpose through lanes to existing facilities, which are not HOV lanes, or a highway on new location.

4. A CMAQ construction or reconstruction project must be a permanent improvement having independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. must be a permanent improvement. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work. A project required for traffic management during construction is excluded from this provision.

5. For construction or reconstruction projects, studies, preliminary engineering, design, construction engineering, etc. are not eligible for CMAQ funding. These costs are eligible for System Management projects that do not involve construction such as signal re-timing. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for CMAQ funding unless included as part of a larger project which is otherwise eligible or specifically defined as eligible under an individual funding category. Right-of-way cost is not eligible as a stand-alone proposal, but is eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride or pool-and-ride lots, and to build system management projects and bicycle and walkway projects. The cost of reconstructing or constructing a replacement bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. Projects to improve or replace bridges are solicited separately.

6. The CMAQ program may be used to fund projects/programs that are owned, operated or under the primary control of the public sector, including public/private joint ventures. A state may use CMAQ funds for initiatives that are privately owned and/or operated, including efforts developed and implemented by transportation management associations, as long as the activity is one which:
   a) normally is a public sector responsibility (such as facility development for enhanced I/M programs in test-only networks);
   b) private ownership or operation is shown to be cost-effective; and
   c) the state is responsible for protecting the public interest and public investment inherent in the use of federal funds.

7. Roadway improvement projects, including staged projects, must be structurally capable of handling all applicable legal load limits. Roadway projects must meet statutory load limits.

8. In the 2011 Solicitation, the TAB will not fund more than one transit capital project in each of the following Transitway Corridors: Hiawatha, Central, Southwest, Cedar Avenue, Bottineau, I-35W and Northstar Corridors.

9. Projects will be added to the TIP only as a result of the TAB approval in response to this and subsequent solicitations.

10. Projects with independent utility∗ (see Appendix A for definition) at separate locations cannot be combined into a single application. This policy does not apply to bus shoulder lane corridors or signal timing projects.

11. The construction cost of projects listed in the region's draft or adopted TIP is assumed to be fully-funded and to have independent utility from other projects. TAB will not consider projects already listed in the draft or adopted TIP, nor the payback of Advanced Construction funds for those projects, for funding through the solicitation process. Projects submitted that are related to projects listed in the draft or adopted TIP but that have independent utility from those projects are eligible for consideration.

∗ a project with *independent utility* is defined in FHWA guidance as one that is usable and would be a reasonable expenditure even if no additional transportation improvements in the area are made.

12. The fundable amount of a project is based on the original submittal. An approved project may not be changed significantly in scope without approval of the TAB and may be subject to a re-analysis of the project's air quality benefits. The CMAQ federal fund participation for each project will be updated and reported in the Annual Implementation Report as the federal cost cap. The federal cost cap will be based on an inflation adjustment set by the Transportation Advisory Board upon inclusion in the Transportation Improvement Program.

13. MN/DOT and the Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited CMAQ projects for the review and acceptance of the TAB. This report, the Annual Implementation Report, shall include updated program, system and project information. MN/DOT and TAC shall include such findings, recommendations and additional information, as it deems appropriate.

14. If a project is added to the CMAQ program, the entire project is included even though a portion of that work may extend beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.

15. Projects in the CMAQ element of the TIP are specifically limited to the federal funding caps identified in the Metropolitan Council's Annual Implementation Report on regionally solicited and federally funded transportation improvement projects and programs. The federal funding will be capped as follows: federal funds shall not exceed the dollar limit identified in the Implementation Report and shall not exceed 80% of the project costs. The federal fund amount listed for each project may be used to fund 80% of any identifiable useable element of the project and is the total that shall be authorized as plan specification and estimate (PS&E) approval for all advertisements of the project described. All eligible extra work and supplemental agreements will be federally funded if the total project costs remain under the cost cap. Any proposed change by the local agency to the federal cost cap will have to be presented to MN/DOT and the Transportation Advisory Board. If the project exceeds the federal cost cap, the agency will be responsible to fund all additional work regardless if it is justifiable as an eligible expense. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the TIP at the time of approval.

16. Applicants can request up to a cap of $7,000,000 in CMAQ funds for a specific project. Other federal funds may be combined with the requested CMAQ funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the minimum federal amount for CMAQ projects is $500,000.

17. A CMAQ project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the original program year established by the TAB. Meeting the sunset date established for a project shall be governed by the TAB-adopted Criteria for Meeting Sunset Date requirements, attached as Appendix D.

    If the Criteria for Meeting Sunset Date requirements (as noted above) for a project have been met, but CMAQ funds are not presently available, that particular project will be placed on a waiting list for funds, listed in order of date of approval, and the sunset date would not apply.

    If a project has met the sunset date requirements, the project contract should be let as soon as possible since the project will not be included in the next revision of the Transportation Improvement Program (TIP) and, therefore, will not be able to access federal funds.

18. CMAQ funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any CMAQ project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other

19. The FHWA requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the FHWA. TAB has determined that this requirement will be applied to the project applicant. FHWA considers most physical constructions and total reconstructions to have a useful design life of 10 years or more, depending on the nature of the project. Bridge constructions and total reconstructions are considered to have useful lives of 50 years. The useful life of the project will be defined in the inter-agency maintenance agreement that must be prepared and signed prior to project letting.

CMAQ PROJECTS - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. The project must be consistent with the policies in the Metropolitan Council's officially adopted Metropolitan Development Guide, which includes the Transportation Policy Plan (TPP) (2009) and the Regional Development Framework (2004). Consistency with the TPP includes its appendix, which contains the regional functional classification criteria. The applicant must list the documents and corresponding policy numbers or portions of text that help illustrate the project's consistency.

RESPONSE:

2 The project must be included in, be part of, or address a transportation ~~relate to a~~ problem or need ~~or direction discussed~~ identified in one of the following: 1) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study reflected in the local plan; or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

3. Applicants can request up to a cap of $7,000,000 in CMAQ funds for a specific project. Other federal funds may be combined with the requested CMAQ funds, but the source(s) must be identified in the application. For transit expansion projects, the federal cost must exceed $500,000. For System Management projects, the federal cost must exceed $100,000. The reason for this is that the cost of preparing a project for funding authorization can be substantial. The applicant must show the requested federal amount and total project cost on the cover page.

RESPONSE:

4. CMAQ funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any CMAQ project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project's construction.

RESPONSE:

5. The applicant must include a letter from the agency with jurisdiction over the facility assuring it will operate and maintain the property and facility of the project for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the Minnesota Department of Transportation and the Federal Highway Administration.

RESPONSE:

6. The applicant must show that the project is physically located within the seven-county Twin Cities Metropolitan Area carbon monoxide maintenance area (see Appendix M for boundaries of the area) or that the air quality benefits provided by the project will be overwhelmingly within the carbon monoxide maintenance area.

RESPONSE:

7. The applicant must show that the project is consistent with one of the eligible categories described in Appendix L.

RESPONSE:

8. The applicant must show that the project will result in reduced carbon monoxide (CO), nitrogen oxides (NOx) and/or volatile organic compounds (VOC) emissions.

RESPONSE:

9. Operating costs for existing transit service and maintenance costs are not eligible for CMAQ funds. Applicants in the Transit Expansion category must demonstrate that their project is clearly a new service or service expansion. System expansion is the addition of a new transit route; service expansion can include an increase or new addition of peak, off-peak, express, limited stop service on an existing route, reverse commute service or dial-a-ride.

RESPONSE:

10. For public/private joint-use parking facilities to be eligible through CMAQ, the applicant must submit a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded through CMAQ be available exclusively to transit users during the hours of transit service. The applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the application.

RESPONSE:

11. Proposals for service expansion must clearly identify the transit provider that will provide the service or manage the contract for the service. Applicants must provide a letter of support for the project from this provider.

RESPONSE:

12. Transit expansion applications for either capital or operating funds are not allowed if the corresponding capital or operating costs have been previously funded in a CMAQ grant.

RESPONSE:

13. Any Intelligent Transportation System (ITS) project (such as signal synchronization) must demonstrate consistency with the regional ITS architecture plan.

RESPONSE:

CMAQ/STP TRANSIT EXPANSION - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

Any transit expansion proposal involving added transit service should include a **service description summary** in the prelude or summary of the application describing the overall nature of the service, calculation of annual platform hours of new service, new annual ridership, and average passengers per trip. This may include but not be limited to category of service, such as peak, off-peak, express, local, reverse commute, dial-a-ride, limited stop, etc., frequency and time span of service, days of service, and vehicle size, type, or capacity. A discussion of preferred routing, traffic generators, connections, and other proposal advantages is also encouraged.

The actual calculation of new annual ridership must be shown and supporting documentation for the estimate must be provided, including market area maps. Applications for transit operating, vehicle or capital funds must estimate demand for the 3rd or final year (if less than 3) of the grant. Regionally accepted data (e.g., population, labor force, downtown commuter, and transit rider forecasts) and methodology (e.g., the five-step demand estimation process for park-and-ride facilities) must be used to calculate the estimate. Alternate data and methodology may be submitted as supplement but not as a replacement. This estimate will be basis for completing various calculations found throughout the prioritizing criteria.

The same benefits cannot be claimed in separate applications within the same solicitation. For example, an application for new buses cannot claim the same benefits of a separate application for a new park and ride lot that those buses would serve in this solicitation round.

I. Regional Transit Priorities — 375 points

A. Location Suitability & Market Area Demand — 0-200 points

1. For all projects involving a park-and-ride facility construction (new or expanded), transit vehicle purchase, or transit operations, the applicant must complete the following:

a. Using Table 3.3 or Table 3.4, in Chapter 3 or the 2030 Park and Ride Plan describe which travel corridor(s) will be served by the project and the unmet need in the travel corridor(s) for Years 2020, and 2030.

RESPONSE:

b. Using Chapter 3 (Sections 3.1 through 3.9), state whether or not the location that the park-and-ride will be constructed or expanded or that the bus or rail vehicles will be used falls within any of the programmed or planned site location areas.

RESPONSE:

If the project involves the construction of a new or expanded facility, the applicant must complete the following:

c. Using Section 5.3 of Chapter 5 of the 2030 Park and Ride Plan and Appendix A (TAZ map) and B (TAZ park and demand model), demonstrate the benefit for the 3rd or final year (if less than 3) of the grant need for the new location and/or proposed size of the facility.

RESPONSE:

d. Using the Site Selection and Design Criteria listed in Section 5.4 of Chapter 5 of the 2030 Park and Ride Plan or a comparable site evaluation checklist, complete a site suitability evaluation of the project site.

RESPONSE:

If the project involves the purchase of transit vehicles, the applicant must complete one of the following:

e. For fleet expansion for existing routes: Current average boardings per trip on the routes that the vehicle would operate and an analysis of the additional transit market in the area to be served.

RESPONSE:

f. For fleet expansion for new routes: An analysis of projected average boardings per trip based on the boardings of similar routes, surveys of potential customers in the geographic area to be served, an analysis of transit markets in the area to be served such as the park and ride demand estimation methodology above, or other supporting data.

RESPONSE:

Scoring will be based on siting of proposed park and ride lots compared to target areas identified in Chapter 3 of the 2030 Park and Ride Plan, suitability of the site according to the site location criteria in Chapter 5 (Section 5.4), and evaluation of the project's proposed size compared to demand/unmet need identified in Tables 3.3 and 3.4 and Section 5.3.

2. Other transit facility projects (such as stations or transit centers) must demonstrate basis for need including an estimate of ridership at the facility and location suitability. Methodology and supporting documentation, including accepted transitway studies, must be provided. Scoring will be based on appropriateness of siting comparable to the park and ride facility approach.

RESPONSE:

B. Integration with existing transit, pedestrian and bicycle infrastructure **0-175 points**

This criterion addresses how the proposed project integrates with the existing transit infrastructure and the region's vision for transit service. Applicants must describe the transit service proposed by responding to the following questions:

- Does the project build on other transit infrastructure (like existing transit stations) and transit services? Priority will be given to projects that complement existing infrastructure.

RESPONSE:

- Describe how the proposed facility or proposed transit service will be accessible by multiple modes of transportation (pedestrians, bicyclists) and any measures that will be taken to improve the ease of commuting to the transit service by those modes as part of this project (pathways or sidewalks, bike racks and lockers etc.). If the project is for transit service or bus purchases, provide this information for the locations that will be served by the project such as a park-and-ride lot. Priority will be given to projects that are well-connected to non-motorized routes.

RESPONSE:

- Does the project leverage other highway investments like bus shoulder lanes, HOV lanes, or queue jump lanes?

RESPONSE:

- Does the project build on proven transit strategies or is it an untested strategy? If it is a proven strategy, where are similar services or facilities in place?

RESPONSE:

- Are investments appropriate given other transit infrastructure in the area?

RESPONSE:

- List the existing transit infrastructure and routes that this service will connect with or complement. Priority will be given to projects that connect a higher number of transit facilities and routes.

RESPONSE:

- List the destinations that this service will connect. Priority will be given to routes that connect a higher number of locations above and beyond those in the downtowns.

RESPONSE:

II. Service Efficiency & Productivity 250 points

Applicants should respond to II-A and II-B using cost expressed in 2011 dollars. Applicants must complete the worksheet in Appendix P to receive points under criterion II-A.

A. Service Efficiency **0-150 points**

The applicant must calculate projected net annual operating cost per projected new annual passenger for the third or final year, if less than three, of the operating funding grant. The actual calculation of net operating cost divided by the number of passengers carried must be shown. The net operating cost must be taken from Appendix P. The projected number of new passengers must be based on the projected new passenger trips per vehicle platform hour (garage pull-out to garage pull-in) times the annual number of new platform hours as calculated in Appendix P. The projected number of new annual passengers should match the new annual ridership estimate found in service description summary.

RESPONSE:

B. Productivity **0-100 points**

Productivity is defined as the total annualized cost of the project divided by the projected new annual passenger trips generated by the project. The proposal must show the actual calculation of this figure. The projected new annual passenger trips generated by the project must be supported in the Service Description Summary documentation and supported by the following information that must also be submitted in the response:

* For fleet expansion for existing routes: Current average boardings per trip on the routes that the vehicle would operate and an analysis of the additional transit market in the area to be served.

RESPONSE:

* For fleet expansion for new routes: An analysis of projected average boardings per trip based on the boardings of similar routes, surveys of potential customers in the geographic area to be served, an analysis of transit markets in the area to be served, or other supporting data.

RESPONSE:

* For all projects: A description of the type of service that these vehicles will be used in (i.e., weekday all day only, express only, weekday and weekend, owl, etc.)

RESPONSE:

Total project cost refers to the total cost of the CMAQ-eligible components of the project, not just the federal share being requested.

The total project cost is to be annualized for this calculation. Annualized project cost is the lump sum total project cost (Line 13 on application cover sheet) divided by the FTA "years of useful life" as listed below. If the project has two or more components with differing years of useful life, annualize the components (see examples below). If the project type is not listed below, use most similar project type or provide supporting documentation on useful life value used.

Project Type	Years of Useful Life
Operating funds	3
Buses	12
Park & Ride – surface lot	20
Park & Ride – structured	50
Transit Center/Station/Platform	70
Light Rail Vehicles	25
Commuter Rail Vehicles	25
Land Purchase	100

RESPONSE:

Example 1: Operating and Capital Project

Component	Cost	Useful Life	Annualized Cost
Operating/Service	$750,000	3 years	$250,000
Standard buses	$2,000,000	12 years	$166,667
Total Project	**$2,750,000**	**n/a**	$416,667

The annualized total project cost is $416,667.
The new annual passenger trips: 65,240.
Service Productivity is $416,667/65,240 = $6.39

Example 2: Park and Ride Capital Project with two components of different useful life values

Component	Cost	Useful Life	Annualized Cost
Land Acquisition	$1,000,000	100 years	$10,000
250-space Structure	$5,000,000	50 years	$100,000
Total Project	**$6,000,000**	**n/a**	$110,000

The annualized total project cost is $110,000.
The new annual passenger trips: 22,180.
Service Productivity is $110,000/22,180 = $4.96

III. Congestion Mitigation — 200 points

For purposes of congestion mitigation, the definition of Project Benefit Area (PBA) is the area within ½ mile of the transit route from terminal (e.g., park-and-ride) to terminal (e.g., downtown).

A. Addressing Congested Roadways **0-50 points**

The applicant must demonstrate that the project will benefit congested roadways. More points will be awarded for reducing congestion on a congested segment(s) identified in the 2008 Congestion Report (http://www.dot.state.mn.us/trafficeng/otepubl/CongestionReport-2008.pdf) or Congested Arterials maps (see Appendix O) compared to non-congested roadway segments. If the applicant elects to show that the project will reduce congestion on a roadway segment that is not designated as congested in the documents referenced in Appendix O, supporting documentation must be provided showing that the roadway has a peak hour volume/capacity ratio greater than 0.85.Reduction in SOV trips and/or VMT.

RESPONSE:

B. Reduction in SOV trips and/or VMT **0-50 points**

The applicant must explain how the project will accomplish both of the following within the project benefit area and provide calculations of each.

1. Daily SOV Trip Reduction

   (New Daily Transit Riders multiplied by 2) divided by Average Auto Occupancy

   RESPONSE:

2. Daily VMT Reduction

   (New Daily Transit Riders multiplied by 2) multiplied by Distance from Terminal to Terminal

   RESPONSE:

Applications for transit operating, vehicle or capital funds must calculate the benefit for the 3rd or final year (if less than 3) of the grant. The calculation should be supported by the new ridership estimate found in service description summary and supported by the response in Criteria I.B.

C. Hourly Person Throughput Improvement **0-100 points**

The applicant must explain how the project will reduce congestion/increase hourly person throughput within the project benefit area and provide the calculations.

The applicant must estimate the increase in hourly person throughput provided in the project benefit area. The applicant must use the methodology found in Section B of Appendix N.

Applications for transit operating, vehicle or capital funds must calculate the benefit for the 3rd or final year (if less than 3) of the grant The calculation should be supported by the new ridership estimate found in service description summary and supported by the response in Criteria I.B.

RESPONSE:

IV. Emissions Reduction 475 points

Points under this criterion are assigned based on the reduction of factors that contribute to CO, NO_x, and VOC emissions or increase factors that reduce CO, NO_x and VOC emissions. For example, when single occupant vehicle (SOV) trips are reduced, CO, NO_x and VOC emissions are reduced. When VMT are reduced, CO, NO_x and VOC emissions go down. A sub-element of this criterion gives high levels of points for the projects that reduce CO emission levels at low costs.

There are four methods to reduce CO, NO_x and VOC emissions that this solicitation is attempting to bring about. A project may attempt one or more of the following:

- reduce the total number of daily SOV trips;
- reduce daily VMT;
- increase peak period travel speed; and/or
- reduce congestion/increase hourly person throughput.

Applications for transit operating, vehicle or capital funds must calculate the benefit for the 3rd or final year (if less than 3) of the grant The calculation should be supported by the new annual ridership estimate found in service description summary.

A. Reduction of Vehicle Emissions **0-175 points**

The applicant must show that the project will reduce CO, NOx and/or VOC.

Using the estimated reduction in SOV trips (if applicable), the reduction in VMT (if applicable) and the increase in peak period speed (if applicable) within the project benefit area calculated above in criterion III, the applicant must fill out the vehicle emissions reduction worksheet in Appendix G to calculate the reduction in CO, NOx and VOC emissions (in KILOGRAMS/DAY). The applicant must use the sample methodologies with appropriate supporting documentation provided in Appendix G in order to get the maximum points. The Scoring Committee will take into consideration situations where the proposed project is unique and supporting evidence does not exist.

RESPONSE:

B. Measure of Project Effectiveness **0-300 points**

The applicant must calculate the cost effectiveness of the project by dividing the total project cost (Line 13 on application cover sheet) by the KILOGRAM/DAY value calculated in criterion IV-A. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

Cost Effectiveness = $_____/KG/DAY reduction in CO, NOx and VOC emissions.

V. Project Readiness 100 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

For applications involving new or expanded transit service implementation and/or new or expanded transit facility construction, the applicant must complete the respective project readiness worksheet found in Appendix K. For applications involving transit vehicle purchase, the applicant must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE: See Schedule in Appendix K.

VI. Development Framework Implementation 200 points

A. Development Framework Planning Area Objectives

The Metropolitan Development Guide is comprised of the ***2030 Regional Development Framework*** and system plans for transportation, including highways, transit and aviation; water resources management; and regional parks and trails. Together, the Development Framework and system plans create a vision for the region and are intended to help ensure the orderly, economical development of the seven-county area. The ***Framework*** is organized around four overall goals:

- Efficient Growth. Work with local communities to accommodate growth in a flexible, connected and efficient manner.
- Multi-modal Transportation. Plan and invest in multi-modal transportation choices, based on full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
- Housing Choices. Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities
- Natural Resource protection. Work with local and regional partners to conserve, protect and enhance the region's natural resources.

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council's regional systems plans. Local communities have submitted plans for 2030 and these have been reviewed by the Council.

1. Development Framework Planning Area Objectives **0-100 points**

Strategies for regional development relate directly to growth patterns within the region. The ***Framework*** communities are identified according to their regional planning area designation which is based on its geographic location, existing development patterns, forecast growth, planned land uses, and the availability of infrastructure. The project's relationship to **Framework** and **TPP** are addressed in the qualifying criteria.

The objective of this section is to address the land use and transportation linkages and how the project supports development and the accommodation of growth for the communities affected.

What are the 2030 land uses proposed in the community(ies) adopted plan for the project area/corridor affected? Identify the TAZs that lie partially or wholly within the project limits.

RESPONSE:

How does the project support this 2030 land use plan in the project area? Refer to the land use map and provide the land use categories and their description from the adopted local comprehensive plan.[1]

1 Future Land Use map (planned land use 2030) and description for example: "low density residential—Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre." "residential mixed use—Residential at a gross density of 7 to 30 units per acre, neighborhood commercial uses may be appropriate." "General Commercial—Broad range of businesses, generally highway-oriented, serving other businesses and City residents and requiring buffering from surrounding residential areas." "Agriculture—primarily agricultural purpose, including farming and horticulture, including farmstead or rural residence." [Examples from City of Coon Rapids Comprehensive Plan]

RESPONSE:

How does the project support 2030 forecasts for the project area? [Council staff will evaluate this criterion and will provide the following information to assist in the evaluation of this criterion: TAZ Project Area demographic profile population, household, employment and retail employment. The applicant does not need to provide a response.]

2. Progress Towards Affordable Housing Goals **0-100 points**

NOTE: Information and analysis in this section will be provided by Council staff

Methodology for Evaluating Progress Made Towards Affordable Housing Goals

Up to 100 points can be awarded to a project, based upon a community's or group of communities' progress in addressing their affordable housing goals for 1996-2010.

For communities that participate in the Livable communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals was used to determine the progress they have made toward providing opportunities to address their affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council's LCA goal setting methodology used in determining goals for 1996 to 2010.

Communities negotiated goals for both ownership and rental housing. Analysis consisted of comparing the goal, progress made to date and determining the percentage of the goal achieved for both ownership and rental combined.

Example of Analysis:

	Negotiated Goal	Progress to Date	Overall Progress Made - %
Rental Units	900	200	
Ownership Units	200	125	
Total Housing Units	**1,100**	**325**	**30%**

Scoring: One point per percentage of progress made.
Percent of Progress Made: Points Awarded:

For projects with 2 or more communities, scores are averaged and then applied to the project.

TOTAL: 1,600 POINTS

CMAQ SYSTEM MANAGEMENT - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

This sub-category is intended to evaluate all eligible proposals that are associated with system management, such as arterial traffic signal coordination projects, freeway management, incident management, bicycle and pedestrian projects and other projects aimed at decreasing congestion, improving traffic flow and reducing emissions.. No transit expansion projects such as park and ride lots or ramps will be considered in the "CMAQ System Management" category. All transit expansion projects must respond to the prioritizing criteria included in the CMAQ/Transit Expansion category above. No System Management projects will be evaluated in the Transit Expansion category.

I. Congestion Mitigation 350 points

A. Addressing Congested Roadways 0-150 points

The applicant must demonstrate that the project will benefit congested roadways, and reduce the duration of the existing congestion. More points will be awarded for reducing congestion on the most congested segments identified in the 2008 Congestion Report (http://www.dot.state.mn.us/trafficeng/otepubl/CongestionReport-2008.pdf) – or Congested Arterials maps (see Appendix O) compared to non-congested roadway segments. The applicant must show the hours per day of congestion based on these documents. If the project will reduce congestion on a roadway segment that is not designated as congested in the documents referenced in Appendix O, supporting documentation must be provided showing that the roadway has a peak hour volume/capacity ratio greater than 0.85 and must identify the number of hours/day of that condition.

RESPONSE:

B. Reduction in SOV trips and/or VMT 0-100 points

If applicable, the applicant must explain how the project will accomplish both of the following within the project benefit area and provide calculations of each.

3. Daily SOV Trip Reduction

   (New Daily Transit Riders or bicyclists multiplied by 2) divided by Average Auto Occupancy

   RESPONSE:

4. Daily VMT Reduction

   (New Daily Transit Riders or bicyclists multiplied by 2) multiplied by Distance from Terminal to Terminal

   RESPONSE:

C. Hourly Person Throughput Improvement 0-100 points

The applicant must explain how the project will reduce congestion/increase hourly person throughput within the project benefit area and provide the calculations.

The applicant must estimate the increase in hourly person throughput provided in the project benefit area. The applicant must use the methodology found in Section A of Appendix N.

RESPONSE:

II. Emissions Reduction 400 points

Points under this criterion are assigned based on the reduction of factors that contribute to CO, NO_x, and VOC emissions or increase factors that reduce CO, NO_x and VOC emissions. For example, when VMT are reduced, CO, NO_x and VOC emissions are reduced. When congestion and stop-and-go conditions are reduced and travel speeds are increased, emissions are reduced. A sub-element of this criterion gives high levels of points for the projects that reduce emission levels at low costs.

There are two methods to reduce CO, NO_x and VOC emissions that this solicitation measures. A project may attempt one or both of the following:

- reduce daily VMT (primarily through reduction in SOV trips), and/or
- increase peak period travel speed (by reducing stops and controlling delay).

A. Reduction of Vehicle Emissions 0-200 points

The applicant must show that the project will reduce CO, NOx and/or VOC.

Using the estimated reduction in SOV trips (if applicable), the reduction in VMT (if applicable) and the increase in peak period speed (if applicable) within the project benefit area calculated above in criterion III, the applicant must fill out the vehicle emissions reduction worksheet in Appendix G to calculate the reduction in CO, NOx and VOC emissions (in KILOGRAMS/DAY). The applicant must use the sample methodologies with appropriate supporting documentation provided in Appendix G in order to get the maximum points. The Scoring Committee will take into consideration situations where the proposed project is unique and supporting evidence does not exist.

RESPONSE:

B. Measure of Project Effectiveness 0-200 points

The applicant must calculate the cost effectiveness of the project by dividing the total project cost (Line 12 on application cover sheet) with the KILOGRAM/DAY value calculated in criterion II-A). Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

Cost Effectiveness = $ /KG/DAY reduction in CO, NOx and VOC

III. Integration and Coordination 250 points

A. Integration 0-150 Points

This criterion addresses how the proposed project integrates with the existing system management infrastructure and the region's vision for congestion management. (Examples of systems include traffic signal systems, freeway management systems and incident management systems). Applicants must describe the proposed system management improvement by responding to the following:

- How does the project build on other infrastructure and management systems? Priority will be given to projects that complement existing infrastructure and management methods.

RESPONSE:

- Does the project benefit transit, bicycle, or pedestrian mobility or safety? If so, how?

RESPONSE:

B. Coordination **0-100 Points**

- Demonstrate how the project provides or enhances coordination among operational and management systems and/or jurisdictions.

RESPONSE:

IV. Maturity of Project Concept. 100 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year create problems. Proposed projects that have already completed some of the work is a plus. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than others that do not.

0-100 points Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

TOTAL: 1,100 POINTS

Federal Transportation Enhancement Fund Application

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. **Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.** (Form 2)	Office Use Only

I. GENERAL INFORMATION

1. APPLICANT:			
2. JURISDUCTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS:			
CITY:	STATE:	ZIP CODE:	4. COUNTY:
5. CONTACT PERSON:	TITLE:		PHONE NO. ( )
CONTACT E-MAIL ADDRESS:			

II. PROJECT INFORMATION

6. PROJECT NAME:

7 .BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, etc… A more complete description must be submitted later in the application):

8. TE PROJECT CATEGORY – Check only one project grouping in which you wish your project to be considered (see p. 85).

☐ Environmental ☐ Bicycle/Pedestrian ☐ Streetscape ☐ Historic/Archaeological

III. PROJECT FUNDING

9 Are you applying for funds from another source(s) to implement this project? Yes☐ No☐

If yes, please identify the source(s):

10. FEDERAL AMOUNT: $	13. SOURCE OF MATCH FUNDS:
11. MATCH AMOUNT: $	14. MATCH % OF PROJECT TOTAL:
12. PROJECT TOTAL: $	15. PROGRAM YEAR: ☐ 2015 ☐ 2016
16. SIGNATURE	17. TITLE:

PROJECT INFORMATION

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

ROAD SYSTEM_____ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD_____(Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From:_____

To:_____
(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK _____

_____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO._____ NEW BRIDGE/CULVERT NO. _____

STRUCTURE IS OVER _____

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	**ITEM**	**COST**
☐	**Mobilization (approx. 5% of total cost)**	**$**
☐	**Removals (approx. 5% of total cost)**	**$**
☐	**Roadway (grading, borrow, etc.)**	**$**
☐	**Roadway (aggregates and paving)**	
☐	**Subgrade Correction (muck)**	**$**
☐	**Storm Sewer**	**$**
☐	**Ponds**	**$**
☐	**Concrete Items (curb & gutter, sidewalks, median barriers)**	**$**
☐	**Pedestrian Curb Ramps (ADA)**	**$**
☐	**Path/Trail Construction**	**$**
☐	**Traffic Control**	**$**
☐	**Striping**	**$**
☐	**Signing**	**$**
☐	**Lighting**	**$**
☐	**Turf - Erosion & Landscaping**	**$**
☐	**Bridge**	**$**
☐	**Retaining Walls**	**$**
☐	**Noise Wall**	**$**
☐	**Traffic Signals**	**$**
☐	**Wetland Mitigation**	**$**
☐	**RR Crossing**	**$**
☐		
☐		
☐		
☐		
☐		
☐		
☐	**Contingencies**	**$**
	TOTAL CONSTRUCTION COST	**$**

Maps and Photos

Unless indicated otherwise, all applications must include the following:

1. A map of the project limits. If it is an on-road project, highlight the segment of road on a city or county roadway map. If it is a trail project, highlight the segment of trail to be constructed on a map that includes trails, bikeways or roadways. Applicants may include more than one map if the project impacts both a roadway and trail system.

2. An aerial photograph or photographs that show(s) the location of the project as it is today **OR** a plan view of the existing roadway or trail.

3. For bicycle and pedestrian projects only: A concept drawing of the proposed improvements that shows any bicycle, pedestrian and transit components upon completion of the project.

V. TRANSPORTATION ENHANCEMENTS

PURPOSE: Transportation Enhancements (TE) are transportation-related activities designed to strengthen the cultural, aesthetic and environmental aspects of the nation's intermodal transportation system. The TE program provides for the implementation of non-traditional transportation projects.

TE Purpose and Vision

TE funds are directed toward projects that preserve historic, archaeological, scenic and environmental resources related to surface transportation, and to facilitate bicycle and pedestrian use. Parks and open space preserve natural resources and provide a wide variety of recreational opportunities. Trail corridors are intended to provide for recreational travel along linear pathways throughout the metropolitan area. Preservation of historic features and protection of scenic areas permit appreciation of the natural resources that have influenced the region's development.

GENERAL INFORMATION AND RESTRICTIONS

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in August 2005. Under SAFETEA-LU, Transportation Enhancement activities continue to be funded through a 10 percent set-aside from STP funds. All projects must relate to surface transportation. Transportation Enhancement (TE) funds may be used for the activities identified in Qualifying Criterion #1.

The region has allocated approximately $120 million in TE funds for projects since the beginning of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. SAFEATEA-LU expired on September 30, 2009, but Congress has extended the Act several times through September 30, 2011. A new federal transportation Act is expected to be passed during the summer of 2011, during this regional solicitation. At the start of this regional solicitation in May, 2011, the region does not know what the new Act could mean for Transportation Enhancement project eligibility or funding. Therefore, the region is unable to provide a target amount of TE funds available in the 2011 regional solicitation. When the new Act is passed, the region will move quickly to determine how it impacts project eligibility as defined in this solicitation.

The Transportation Advisory Board (TAB) is responsible for the selection of projects that are to be financed in part with TE funds made available to the seven-county region. To implement this responsibility, the TAB has developed policies to define eligibility and prioritize eligible projects.

GENERAL POLICIES

1. TE funds are available to all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven county region, and the ten Regional Park System Implementation agencies. Other local or special governmental agencies and private groups are also eligible, but must have a public agency sponsor. The agency sponsor is the local unit of government of record. The local unit of government is responsible for making arrangements with the project proposer to ensure all project requirements of the local unit of government are met.

   An Agency Agreement is written between Mn/DOT and the local unit of government. The local unit of government will administer the project using the State Aid for Local Transportation (SALT) Delegated Contract Process (DCP) for federal aid projects.

2. Generally, TE funds are available for the activities listed under #1 of the Qualifying Criteria and incidental activities associated with them if the incidental work does not constitute more than 30% of the project costs. See Qualifying Criterion #1 for a description of what is meant by "incidental activities".

3. Generally, for projects that involve the construction of facilities, the TAB will provide TE funds for project construction and materials, right of way, and land acquisition. For TE-eligible projects that do not involve construction (e.g., bicycle and pedestrian safety education activities), the TAB will provide TE funds for program implementation and related activities. TAB will not provide TE funds for study completion, preliminary engineering, design, construction engineering, or other similar costs.

4. A TE construction or reconstruction project must be a permanent improvement having independent utility. Temporary construction is defined as work that must be essentially replaced in the immediate future (within five years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work. All projects must comply with the requirements of the Americans with Disabilities Act. Reconstruction of a bikeway/walkway facility is eligible as long as the facility is beyond its useful life.

5. Applicants can request up to a cap of $1,000,000 in TE funds for a specific project. TAB reserves the right to partially fund any project. The local (nonfederal) match in funding for any project must be at least 20% of the total project cost.

6. Projects will be added to the TIP only as a result of the TAB approval in response to this and subsequent solicitations.

7. Projects listed in the region's draft or adopted TIP are assumed to be fully-funded and to have independent utility from other projects. TAB will not consider projects already listed in the draft or adopted TIP, nor the payback of Advanced Construction funds for those projects, for funding through the solicitation process. Projects submitted that are related to projects listed in the draft or adopted TIP but that have independent utility from those projects are eligible for consideration.

8. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited TE projects for the review and approval of the TAB. This report, the Annual Implementation Report shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.

9. TAB will base the fundable amount of a project on the original submittal. The TAB must approve any change in the scope of an approved project. The TE federal fund participation for each project will be updated and reported in the Annual Implementation Report as the federal cost cap. The federal cost cap will be based on an inflation adjustment set by the Transportation Advisory Board upon inclusion in the Transportation Improvement Program.

10. If a project is added to the TIP, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.

~~Project approvals for projects in the TE element of the TIP are specifically limited to the federal fund amount identified in the Annual Implementation Report for purposes of plan specification and estimate (PS&E) approval as well as project authorization. The federal fund amount listed for each project may be used to fund 80% of any identifiable useable element of the project described or to fund the entire project with a flexible federal/non-federal participation. The federal fund amount listed in the Annual Implementation Report is the total that shall be authorized as PS&E approval for all advertisements of the project described. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the TIP at the time of approval. As noted in Policy 5, TAB will not award more than $1,000,000 in TE funds for a specific project.~~

11. A TE project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the original program year established by the TAB. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix D.

If the Criteria for Meeting Sunset Date requirements (as noted above) for a project have been met, but STP funds are not presently available, that particular project will be placed on a waiting list for funds, listed in order of date of approval, and the sunset date would not apply.

If a project has met the sunset date requirements, the project contract should be let as soon as possible since the project will not be included in the next revision of the Transportation Improvement Program (TIP) and, therefore, will not be able to access federal funds.

12. TAB will not fund a Transportation Enhancements project for which the pedestrian, bicycle or environmental components and benefits have been claimed in a related STP, CMAQ or BIR project that was funded in a previous solicitation or is selected for the 2009 Solicitation.

TRANSPORTATION ENHANCEMENTS PROJECTS – PROJECT DESCRIPTION

Please provide the following general information about your proposal. Failure to provide this information will result in the application being disqualified.

Describe the opportunity that the proposed project is taking advantage of or the nature of the problem that it aims to address:

Provide a description (no more than one page) of the project.

TRANSPORTATION ENHANCEMENTS PROJECTS - QUALIFYING CRITERIA

The applicant must show that the project meets each of the following ten qualifying criteria to qualify for scoring under the prioritizing criteria. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. Qualifying Activities. The applicant must show that the proposed project falls under at least one of the following list of twelve qualifying activities and must state the specific category(ies) the project qualifies under. The list of qualifying TE activities provided in 23 U.S.C. 101(a)(35) of SAFETEA-LU is intended to be exclusive, not illustrative. That is, **only** those activities listed therein are eligible as TE activities.
    1. Provision of facilities for pedestrians and bicycles.
    2. Provision of safety and educational activities for pedestrians and bicyclists.
    3. Acquisition of scenic easements and scenic or historic sites including historic battlefields.
    4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
    5. Landscaping and other scenic beautification.
    6. Historic preservation.
    7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
    8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
    9. Inventory, control and removal of outdoor advertising.
    10. Archaeological planning and research.
    11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
    12. Establishment of transportation museums.

    One or more of these activities must constitute at least 70% of the project cost. Unlisted ancillary activities such as paving a parking lot, constructing buildings or providing restrooms must constitute no more than 30% of the total project cost. Applicants whose project is part of a larger transportation project must provide a construction cost summary demonstrating that at least 70% of the project is eligible for Transportation Enhancement funds.

    Many projects include a number of activities – some which are on this list and others that are not. Only those project activities that are on the list may be counted as TE activities. For example, a rest area might include a historic site purchased and developed as an interpretive site illustrating local

history. The historic site purchase and development would qualify as a transportation enhancement activity.

Work that is made possible because a project presents an opportunity to improve and enhance the environment and or aesthetics in the vicinity of a project may be eligible for enhancement funding. For example, a construction project may present an opportunity to improve the condition of an adjacent stream bed to improve water quality, construct a vital link for a community bikeway system and develop a landscaped green area to enhance the downtown environment.

Activities that are not explicitly on the list may qualify if they are an integral part of a larger qualifying activity. For example, if the rehabilitation of a historic railroad station required the construction of new drainage facilities, the entire project could be considered for TE funding.

RESPONSE:

2. The funded activities must be accessible to the general public or targeted to a broad segment of the general public, and must be ADA compliant.

RESPONSE:

3. Projects must relate to surface transportation.

Project Linkage (from federal guidance)
To comply with Federal guidelines for eligibility there are two basic considerations:

- Is the proposed action one of the listed activities in the TE definition in SAFETEA-LU?
- How does the proposed action relate to surface transportation?

The applicant must provide a clear statement describing this linkage.

The definition of TE activities includes the phrase, "transportation enhancement activities means, with respect to any project or the area to be served by the project, any of the following activities, if such activity relates to surface transportation:..."

The nature of a proposed TE project's relationship to surface transportation should be discussed in the project proposal that you submit. For example, where runoff from an existing highway contaminates an adjacent water resource and a transportation enhancement activity is proposed to mitigate the pollution caused by the run off a clear highway or transportation relationship exists. Another example might involve the acquisition of a scenic easement. The acquisition would be in connection with the preservation of a scenic vista related to travel along a specific route.

Where a TE activity is for acquisition for scenic preservation purposes, and proposes to contribute to the visual experience of the traveler, but is a substantial distance away with respect to a highway or transportation project, the TE activity must be determined to make a substantial contribution to the scenic viewshed.

Given the nature of the list of eligible activities, it is not necessary that each TE activity be associated with a specific surface transportation project to be eligible for funding. Examples which illustrate this include: the rehabilitation of a historic train structure, the provision of a bike or pedestrian path, or the establishment of a transportation museum.

Proximity to a highway or transportation facility alone is not sufficient to establish a relationship to surface transportation. Additional discussion, beyond proximity, is needed in the TE project proposal to establish the relationship to transportation. For example, an historic barn that happened to be

adjacent to a particular highway facility would not automatically be considered eligible for TE funds simply because of its location; visibility to the traveler in a way that substantially enhances the traveling experience could qualify. Specific documentation of the enhanced experience is required; conversely, a historic structure, such as the barn in the above example, could not be disqualified from consideration because it was not adjacent to a particular Federal-aid facility, as long as some other relationship to surface transportation could be established.

It is not necessary to have a TE activity function as an active transportation facility, either past or current, to qualify as an eligible TE activity. For example, a scenic or historic site may have a relationship to transportation but not function as a transportation facility.

Once a relationship to surface transportation is established, TE activities can be implemented in a number of ways. For example, they can be developed as parts of larger joint development projects, or as stand-alone projects.

RESPONSE:

4. The project must be included in, be part of, or address a transportation ~~relate to a~~ problem or need ~~or direction discussed~~ identified in one of the following: 1) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study (trunk highway studies must be approved by Mn/DOT and Metropolitan Council); or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.

   RESPONSE:

5. Typically a transportation project involves mitigation, work in addition to immediate construction activities, that is negotiated with permitting agencies and local governments as a condition of obtaining permit approval. Activities that are normally part of the mitigation of a transportation project are not eligible, such as required stormwater mitigation or basic bicycle and pedestrian accommodation on bridges to be constructed or reconstructed.

   NOT ELIGIBLE – Work that is required as a condition of obtaining a permit or concurrence for a different transportation project is **not eligible** for enhancement funding. For example, a city may require a highway expansion project to include streetscape enhancements in order to gain municipal consent. In that case, streetscape work performed to satisfy the municipal consent requirement is not eligible for Transportation Enhancement funding. Federal permitting and authorizing agencies may include the U.S. Forest Service, U. S. Corps of Engineers, and others. State permitting agencies may include the Minnesota Department of Natural Resources, the Minnesota Pollution Control Agency, and the Minnesota State Historic Preservation Office. Regional agencies may include watershed districts and metropolitan planning organizations. Local agencies may include counties and cities.

   RESPONSE:

6. The applicant must assure it will operate and maintain the property and facility of the project for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the Minnesota Department of Transportation and the Federal Highway Administration.

   The FHWA requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the FHWA. TAB has determined that this requirement will be applied to the project applicant. FHWA considers most physical constructions and total

reconstructions to have a useful design life of 10 years or more, depending on the nature of the project. Bridge constructions and total reconstructions are considered to have useful lives of 50 years. The useful life of the project will be defined in the inter-agency maintenance agreement that must be prepared and signed prior to the project letting.

RESPONSE:

7. Projects must have an estimated total cost of at least $125,000. There are significant federal project processing requirements that come with federal funds. These requirements translate into expenditures of time and money on the parts of both the agency proposing/developing the project and the state agency administering the federal funds for the project. Project applicants can "bundle" projects together to meet this minimum. (Example: bundled projects could consist of signing and lighting a number of bike trails in several counties.) Communities may want to consider using joint powers agreements for implementing bundled projects.

   RESPONSE:

8. TAB will not award more than $1,000,000 in TE funds to a specific project. Other federal funds may be combined with TE funds.

   RESPONSE:

9. Projects must have an assured local (nonfederal funds) match of at least 20% of the estimated total cost of the proposed project. At the time of application, the applicant must assure the local match will be available when the project is authorized in the requested program year. If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate. TAB will not award additional points for providing a match in excess of 20%.

   The local match can be provided in the form of cash up front “hard dollars” or a “soft match”. A “soft match” may include donated labor or construction materials if adequate documentation of its equivalent dollar value and availability can be provided. Donated labor must have expertise and experience in the type of labor required for the project and valued at rates consistent with rates ordinarily paid for similar work. Some type of time sheet must support donated labor. Donated materials, e.g., railroad ties, asphalt pavement, or wiring necessary to run a street car, must meet all standards and specifications. Caution in using a “soft match” should be taken to ensure the donated materials or labor during actual construction does not fall below the 20% non-federal match required to be able to receive 100% of the federal funds. Applicants wishing to use a soft match should first contact John Lindemer at Mn/DOT at 651/366-3764 to determine its value and eligibility.

   RESPONSE:

10. Proposed designs for bikeways and for combined bike/pedestrian facilities must meet MN/DOT State Aid standards. Exceptions to the State Aid standards may be granted during final design if warranted based on social, economic or environmental alternatives**, not** through this solicitation process. Failure to meet the standards or justify exemptions will result in the loss of federal funds.

    RESPONSE:

11. Projects must be coordinated with all affected communities and other levels and units of government. Coordination is defined as written communication from the applicant to all affected communities informing them of the project. The applicant must provide a copy of the written communication as proof of coordination.

    RESPONSE:

TE PROJECTS – PROJECT CATEGORIES AND RANKING

Instead of the past practice of having general prioritizing criteria to which all projects must respond, the prioritizing criteria are now split into category and general/integrative criteria, as outlined on the following pages. Projects will be scored through the category and general/integrative criteria as follows:

a) **Categories**. All applications must be submitted in one of four categories: Scenic and Environmental; Bicycle and Pedestrian; Historical and Archaeological or Streetscape/Pedestrian Enhancements. Applicants must submit their project under the proper category as outlined below. If prospective applicants are uncertain which category most appropriately includes their project, they should contact Council staff.

The 12 Qualifying Activities (as listed and described in Qualifying Criterion #1 on previous pages) fall under those 3 categories as follows:

1. Scenic and Environmental:
   - QA #3, Acquisition of scenic easements and scenic or historic sites;
   - QA #4, Scenic or historic highway programs;
   - QA #9, Inventory, control and removal of outdoor advertising; and
   - QA #11, Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

2. Bicycle and Pedestrian Connections:
   - QA #1, Provision of facilities for pedestrians and bicyclists;
   - QA #2, Provision of safety and educational activities for pedestrians and bicyclists; and
   - QA #8, Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).

3. Historic and Archaeological:
   - QA #6, Historic preservation (with relationship to transportation, see Qualifying Criterion #2);
   - QA #7, Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
   - QA #10, Archaeological planning and research (with relationship to transportation, see Qualifying Criterion #2); and
   - QA #12, Establishment of transportation museums.

4. Streetscape/Pedestrian Enhancements:
   - QA #5, Landscaping and other scenic beautification;
   - QA #1, Provision of facilities for pedestrians and bicyclists.

b) **Final Ranking**. Projects will be ranked against other applications in their category to develop four ranked lists of TE projects, which will be evaluated all together by a multidisciplinary team of scorers, who will develop a single list of recommended projects. The TAB may or may not choose to fund projects submitted from each category.

TE PROJECTS - PRIORITIZING CRITERIA

Each qualified project will be scored under five common category criteria within its TE project group: urgency; impact; relationship between TE categories; and relationship to intermodal/multimodal transportation; and implementation of the Development Framework. This will allow projects to be scored under these criteria relatively equally across the different categories while addressing the particular attributes of the project type. An explanation of each of the four common category criteria and reasons for their inclusion follows:

1. Urgency/Significance. This criterion measures how critical or time-sensitive the problem is that is being addressed by a regionally significant project. Examples might include seizing a timely opportunity to preserve a scarce or endangered resource or addressing a critical need.
2. Impact. This criterion quantifies the benefit from the project, without specifically relating it to how the larger public will benefit (that calculation will be made in part 2. of the general/integrative criteria).
3. Relationship between Categories. This criterion is being presented under the assumption that the region recognizes that there is a value in having projects that provide more than one of the eligible TE activities. Examples might include the reconstruction of a bicycle/pedestrian trail leading to a historic transportation structure.
4. Relationship to Intermodal/Multimodal Transportation System. This criterion measures how the proposed project clearly and credibly relates to the surface transportation system. Surface transportation is defined to include all modes of travel with the exception of aviation and military transportation. Federal TE guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship.
5. Development Framework. This criterion measures how the proposed project relates to the goals for land use development, resource protection and transportation described in the 2030 Regional Development Framework and 2030 Transportation Policy Plan.
6. Maturity of Project Concept. This criterion measures the number of steps already taken in project development. These steps are outlined in the checklist in Appendix K.

▪ Scenic and Environmental Group (Qualifying Activities 3, 4, 9, 11)

1. **Urgency/Significance (200 points)**. Discuss if/how the project proposes or addresses each of the following:
   - Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

   RESPONSE:

   - Addresses a significant issue/problem/threat/opportunity associated with contaminated land, erosion, water quality, rare or threatened plant or wildlife species, and/or obstructed or impaired scenic views.

   RESPONSE:

2. **Impact (300 points)**. Discuss how the project addresses the applicable questions below (respond as appropriate to all questions except those specifically targeted at a different qualifying activity):

   - For Qualifying Activity #3: What is the scenic or historic authenticity and integrity of the property or site, and how will these scenic or historic qualities be preserved or enhanced by the project?

   RESPONSE:

   - For Qualifying Activity #4: What is the scenic or historic authenticity and integrity of the highway and how will these scenic or historic qualities be preserved or enhanced by the project?

   RESPONSE:

   - For Qualifying Activity #9: How many nonconforming, illegal and other off-premise signs are targeted for removal under the proposed project?

   RESPONSE:

   - For Qualifying Activity #11: If addressing water pollution; what pollutants are in the water, what natural resources do they harm, and how will the proposed project address the source of these pollutants? If the project concerns wildlife mortality and habitat connectivity; how would the project maintain, improve, or restore habitat connectivity, reduce vehicle-caused wildlife mortality, and what kinds of wildlife will benefit?

   RESPONSE:

   - For All Applicants: Provides more than a local benefit. Two examples of projects that provide more than a local benefit include mitigation of highway water runoff to a river that runs through several communities, and acquisition of a scenic easement and lookout area along a regional ("A" Minor or Principal Arterial) highway.

   RESPONSE:

   - For All Applicants: Provides an immediate benefit. Projects that are likely to show immediate results will receive more points over those that are part of a longer-term project.

   RESPONSE:

   - For All Applicants: Provides benefit to significant numbers of people. Staff will determine this by using the population density within one mile of the project area. **Applicants will need to supply a map showing the exact location of the project.** In the case of water pollution

due to highway runoff, the location would be the impacted area even if the source of the pollution being addressed is not in the impacted area.

3. **Relationship between Categories (100 points)**. Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two Transportation Enhancements categories:
   - What is the relationship to the Bicycle and Pedestrian group? For example, how does the scenic/environmental project address bicycle and pedestrian access to the project location?

   RESPONSE:

   - What is the relationship to the Historic and Archaeological group? For example, how does the scenic/environmental project promote people's understanding of transportation in history or protect archaeological resources?

   RESPONSE:

4. **Relationship to Intermodal/Multimodal Transportation System (100 points).** Discuss how the project will function as a component and/or enhancement of the transportation system:
   - How will the project benefit the experience of users of the transportation system?

   RESPONSE:

   - How will the project benefit multiple modes of transportation?

   RESPONSE:

5. **Development Framework (100 points)**

   - Is the environmental project integrated with a larger development plan that will benefit from the improve resource? Describe how it is integrated.

     RESPONSE:

6. **Maturity of Project Concept (200 points).** Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

   Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

TOTAL: 1,000 POINTS

▪ Bicycle and Pedestrian Pathway Group (Qualifying Activities 1, 2, and 8)

1. **Urgency/Significance (200 points).** Discuss how the project proposes or addresses each of the following:
   - Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

   RESPONSE:

   - Addresses a significant opportunity, un-met need or problem as relates to the development of an integrated bicycle or pedestrian transportation network; or providing a safe/enjoyable bicycle or pedestrian route.

   RESPONSE:

2. **Impact (300 points).** Discuss how the project addresses each element below (respond as appropriate to A. or B., not both):

   A. Bike/Ped Infrastructure (QA #1, and QA #8):
   - Fills gaps, overcomes barriers, connects system segments and/or otherwise seizes on a significant opportunity in pedestrian/bicycle network. **The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network.** If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

   RESPONSE:

   - Project provides a high-demand facility or program. Relative levels of demand will be determined using population density and connections to significant travel attractors. Metropolitan Council staff will determine population density using 2009 residential population within one mile of the project. The applicant should also list below significant destinations that are near the facility or that the facility provides close connections to. Destinations can be recreation areas such as parks, beaches, rivers, lakes, etc; or commercial or mixed-use districts, major employment areas or other major cultural destinations.

   RESPONSE:

   - Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

   RESPONSE:

   - For Applications for Qualifying Activity #8 only: Who owns the railway corridor property and will there be an agreement to ensure the preservation and protection of the corridor?

   RESPONSE:

   B. Bike/Ped Programs (QA #2):
   - Significantly improves safety/behavior of bicyclists and pedestrians.

   RESPONSE:

   - Increases market share/use of bicycling and walking.

   RESPONSE:

   - Fills gaps in existing programs. Describe the target audience in this program and how they would benefit from these activities or programs.

RESPONSE:

- Provides more than a local benefit. An example of such a program is a bicycle/pedestrian safety program conducted in several school districts.

RESPONSE:

3. **Relationship between Categories (100 points)**. Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:
   - What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

   RESPONSE:

   - What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

   RESPONSE:

4. **Relationship to Intermodal/Multimodal Transportation System (100 points)**. Discuss how the project will function as a component and/or enhancement of the transportation system:
   - How will the bicycle or pedestrian facility benefit the experience of users of the transportation system?

   RESPONSE:

   - How will the project benefit multiple modes of transportation? An example of a project that would do this would be a bicycle facility that connects to a transit center or a mixed-use pedestrian-oriented district, or a pedestrian project that is a component of a transit-oriented development.

   RESPONSE:

   - How does the facility serve trips that could otherwise be made by motor vehicles?

   RESPONSE:

5. **Development Framework (100 points)**

   - If the project is a trail project, does it help to connect to or complete the Metropolitan Council's Regional Trail network? How so? If the project is on part of the Regional Trail system, it must be identified in a Metropolitan Council-approved master plan.

     RESPONSE:

   - Briefly describe how the project implements the Bicycle and Pedestrian Plan in the 2030 Transportation Policy Plan (2009).

     RESPONSE:

6. **Maturity of Project Concept (200 points).** Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This

requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

TOTAL: 1,000 POINTS

▪ Historic and Archaeological Group (Qualifying Activities 6, 7, 10. and 12)

1. **Urgency/Significance (200 points)**. Discuss if/how the project proposes or addresses each of the following:
   - Addresses a significant issue/problem/threat/opportunity associated with the preservation/restoration of an endangered historic or archaeological resource.

   RESPONSE:

   - Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

   RESPONSE:

2. **Impact (300 points)**. Discuss how the project addresses each applicable element below:
   - Protects or enhances a site on or eligible for the National Register of Historic Places.

   RESPONSE:

   - Provides opportunities for users to experience, appreciate, and understand a unique historic or archaeological resource or site.

   RESPONSE:

   - Fits into the community's educational system, e.g., school curriculum, libraries, youth programs, archaeology week, etc.

   RESPONSE:

   - Provides more than a local benefit. Examples of projects that provide more than a local benefit include rehabilitation of an historic transportation structure in a busy state or regional park, or a project to establish a transportation museum that will be visited by people from outside the community where it is located.

   RESPONSE:

   - Provides benefit to significant numbers of people. Metropolitan Council staff will determine this by using the population and employment density within one mile of the project area. Applicants will need to supply a map showing the exact location of the project.

   RESPONSE:

   - Provides an immediate benefit. Projects that show immediate results will receive points over those that are part of a longer-term project.

   RESPONSE:

   - For Applications for Qualifying Activity #10 only: What is the archaeological integrity of the ruins, artifacts, structural remains, etc…showing significant historic or prehistoric human life or activity, and how will they be preserved or protected?

   RESPONSE:

3. **Relationship between Categories (100 points)**. Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:
   - What is the relationship to the Scenic and Environmental group? For example, how does the historic/archaeological project provide a natural resource enhancement?

RESPONSE:

- What is the relationship to the Bicycle and Pedestrian group? For example, how does the scenic/environmental project address bicycle and pedestrian access to the project location?

RESPONSE:

4. **Relationship to Intermodal/Multimodal Transportation System (100 points)**. Discuss how the project will function as a component and/or enhancement of the transportation system:
   - How will the project benefit the experience of users of the transportation system?

   RESPONSE:

   - How will the project be accessible by multiple modes of transportation?

   RESPONSE:

   - How will the project benefit multiple modes of transportation?

   RESPONSE:

   - In what way is the project/program associated with surface transportation through past, present, or future use as a transportation or transportation-related resource?

   RESPONSE:

   - How does the project facilitate an understanding of the relationship of an historic or archaeological resource to the role of surface transportation in significant historic and cultural events, movements, and contexts.

   RESPONSE:

5. **Development Framework (100 points)**

   - Does the historic preservation project help to improve the immediate area around the project? Is it integrated within a redevelopment plan?

     RESPONSE:

6. **Maturity of Project Concept (200 points).** Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

   Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

TOTAL: 1,000 POINTS

▪ Streetscape/Pedestrian Enhancements (Qualifying Activities 1 & 5)

1. **Urgency/Significance (200 points).** Discuss if/how the project proposes or addresses each of the following:
   - Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

   RESPONSE:

   - Addresses a significant opportunity, un-met need or problem as relates to the development of a pedestrian transportation network or providing a safe and pleasant pedestrian route and supporting transit riders.

   RESPONSE:

2. **Impact (300 points).** Discuss how the project addresses each element below. Projects will score higher if it is located on an important transit route and significantly improves the pedestrian environment.

   - Describe the existing conditions for pedestrian safety and circulation along the project segment.

   RESPONSE:

   - Describe all functional improvements to pedestrian safety and circulation that will be included as part of this project (such as sidewalks, crosswalks, pedestrian countdown signals, etc.).

   RESPONSE:

   - Provides more than a local benefit: What are the number of transit lines and the daily frequency of transit service along the segment of roadway being improved and on any roadways connecting to the segment of roadway being improved?

   RESPONSE:

   - Provides benefit to significant numbers of people: Metropolitan Council staff will determine this by using the population and employment density within one mile of the project area.
   - Is the roadway being improved in a business district? If so, describe the business district (number of businesses, nature of businesses, etc.).

   RESPONSE:

   - What pedestrian amenities will be installed with the project (vegetation, benches, wayfinding, pedestrian-scale lighting, etc.)?

   RESPONSE:

   - Describe the design intent for the landscaping improvements being proposed. Provide any visual examples or plans if they are available.

   RESPONSE:

3. **Relationship between Categories (100 points)**. Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:

- What is the relationship with the Bicycle/Pedestrian Connections group? Does the project include amenities or facilities for bicycles? Does it facilitate any new connections pedestrian or bicycle connections?

RESPONSE:

- What is the relationship to the Environmental group? For example, how does the project provide a natural resource enhancement and address environmental mitigation?

RESPONSE:

- What is the relationship to the Historic and Archaeological group? For example, how does the project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

RESPONSE:

4. **Relationship to Intermodal/Multimodal Transportation System (100 points)**. Discuss how the project will function as a component and/or enhancement of the transportation system:

   - How will the project benefit multiple modes of transportation? An example of a project that would do this would be a project connecting to a transit center or on an important transit route or a project that is a component of a transit-oriented development.

   RESPONSE:

5. **Development Framework (100 points)**

   a. How does the project improve the accessibility and ease of use of transit?

   RESPONSE:

6. **Maturity of Project Concept (200 points).** Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

   Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

TOTAL: 1,000 POINTS

Federal BIR Funding Application

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Please go to Metropolitan Council's website for instructions. **Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011.**	Office Use Only

I. GENERAL INFORMATION

1. APPLICANT			
2. JURISDICTIONAL AGENCY			
3. MAILING ADDRESS			
CITY	STATE	ZIP CODE	COUNTY
4. CONTACT PERSON	TITLE		PHONE NO.
CONTACT E-MAIL ADDRESS:			

II. SUMMARY PROJECT INFORMATION */ Proposers need to attach most recent MN/DOT Structure Inventory Report

5. PROJECT NAME, EXISTING BRIDGE #
6. PROJECT DESCRIPTION (For example, please provide Route, Termini, Length, Additional Thru Lane Capacity)
7. INTERMODAL OR OTHER SPECIAL CONSIDERATIONS (pedestrian/bicycle, staging, coordination, historic considerations, etc.)

III. PROJECT FUNDING

8. FEDERAL BIR $	13. SOURCE OF MATCH $
9. STATE BRIDGE BONDS $	14. REQUESTED PROGRAM YEAR: ☐ 2015 ☐ 2016
10. MATCH $	15. SIGNATURE
11.TOTAL $	16. TITLE
12. ESTIMATED COST PER SQUARE FOOT BRIDGE COST	

**** Proposers also need to respond in greater detail to Qualifying and Priority criteria found on the following pages.***

VI. BRIDGE IMPROVEMENT AND REPLACEMENT (BIR) PROGRAM

PURPOSE OF BIR: The BIR Program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance. A portion of the Bridge Program funding provided to Minnesota and to the MN/DOT Metro District is allocated through the regional solicitation process to repair and replace important bridges on the city and county road systems.

GENERAL INFORMATION AND RESTRICTIONS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users, (SAFETEA-LU) was passed in 2005. Title I, Surface Transportation, addresses highway funding and provides funds on a reimbursable basis. The Act, and previous Acts, includes funding for a Highway Bridge Program. Eligible activities are expanded to include systematic preventative maintenance on Federal-aid and non-Federal-aid highway systems. States may carry out projects for the installation of scour countermeasures or systematic preventative maintenance without regard to whether the bridge is eligible for rehabilitation or replacement.

The region has programmed approximately $75 million in BIR funds for projects since the Intermodal Surface Transportation Efficiency Act (ISTEA) was passed in 1991. SAFEATEA-LU expired on September 30, 2009, but Congress has extended the Act several times through September 30, 2011. A new federal transportation Act is expected to be passed during the summer of 2011, during this regional solicitation. At the start of this regional solicitation in May, 2011, the region does not know what the new Act could mean for BIR project eligibility or funding. Therefore, the region is unable to provide a target amount of BIR funds available in the 2011 regional solicitation. When the new Act is passed, the region will move quickly to determine how it impacts project eligibility as defined in this solicitation.

The Transportation Advisory Board (TAB) is soliciting bridge improvement/replacement projects at this time for implementation in federal fiscal years 2015 and 2016. Proposers need to be aware of time requirements for projects which are processed through Mn/DOT State Aid. Please review the Project Implementation Schedule in Appendix A when determining the proposed letting date.

The Metro District and the TAB are responsible for the selection of projects that are to be financed in part with federal transportation funds available to the seven county area. The Metro District and TAB have developed policies to define eligibility and prioritize eligible projects.

GENERAL POLICIES

1. BIR funds are available to all state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven county Region, and the 10 Regional Park System Implementation agencies. Other state, local or special governmental agencies which have the ability to receive and administer federal funds should work with these specified governmental units to develop and submit eligible projects. To facilitate construction financing it is strongly suggested that all agencies other than Mn/DOT, counties, and state aid cities pursue sponsorship of their project by a county or state aid city.

2. A construction or reconstruction project must be a permanent improvement. Temporary construction is defined as work, which must be essentially replaced in the immediate future (5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work.

3. The TAB may decide to partially fund a project if demand for these funds warrants.

4. A bridge improvement or replacement project, including staged projects, must be structurally capable of handling all applicable legal load limits.

5. BIR project limits are from abutment to abutment.

6. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope of an approved project. TAB reserves the right to partially fund any project. The BIR federal fund participation for each project may be updated by the TAB in the "Annual Implementation Report on Regionally Solicited and Federally Funded Transportation Improvement Projects and Programs".

7. If a project is added to the BIR program, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.

8. Project approvals in the BIR element of the Transportation Improvement Program (TIP) are specifically limited to the federal fund amount identified in the annual implementation report. The federal fund amount listed for each project may be used to fully fund any identifiable useable element of the project described or to fund the entire project with flexible federal/nonfederal participation. The federal fund amount listed in the annual implementation report is the total, which shall be authorized for all advertisements and supplemental agreements of the project described. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the annual implementation report at the time of approval. As noted in Policy 4, no more than $8,000,000 in BIR funds will be provided for a specific bridge replacement project.

9. A BIR project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the program year identified in the project proposal or as otherwise established by the Transportation Advisory Board. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements. The sunset date policies and criteria are attached.

   If the Criteria for Meeting Sunset Date requirements (as noted above) for a project have been met, but BIR funds are not presently available, that particular project will be placed on a waiting list for funds, listed in order of date of approval, and the sunset date would not apply.

   Once a project has met its sunset date requirements, the contract should be let as soon as possible since the project will not be included in the next Transportation Improvement Program (TIP) revision and, therefore, will not be able to access federal funds.

10. All BIR projects will be constructed to Mn/DOT or Minnesota State-Aid Standards as applicable. Depending on the project, more stringent standards may apply.

BIR PROJECTS – QUALIFYING CRIRERIA

The applicant must respond to each of the qualifying criteria. If there is no response recorded in the application, it will be assumed the project is inconsistent with the qualifying criteria.

1. For federal BIR funds the bridge must be 20 feet or longer.

   RESPONSE:

2. The bridge is structurally deficient or functionally obsolete and the most recent sufficiency rating must be less than 50 for replacement projects. The bridge is structurally deficient or functionally obsolete and the most recent sufficiency rating must be 80 or less for rehabilitation projects.

   RESPONSE:

3. The project must be deliverable by the end of FY 2016.

   RESPONSE:

4. The bridge must carry highway traffic. Bridges carrying only rail traffic or only bicycle and pedestrian traffic are not eligible.

   RESPONSE:

5. The bridge may not be on a roadway functionally classified as a local road/street or minor collector in the functional classification system adopted by the TAB as of May 18, 2011. The bridge may not be on the Interstate System.

   RESPONSE:

6. Costs required to complete studies, preliminary engineering, design, construction engineering etc., are not eligible for BIR funding. The costs of right-of-way or demolition of the existing bridge are not eligible for funding.

   RESPONSE:

7. No more than $8,000,000 in federal bridge replacement funds will be originally programmed for a specific project. The local match in funding for any project must be at least 20% of the total (State Bridge Bonding funds are considered local match). The applicant must state that it is responsible for the local (nonfederal) share. No additional points will be awarded for providing a match in excess of 20%.

   RESPONSE:

8. BIR project proposals for bridges selected in previous open BIR solicitations, (1994, 1995, 1997, 1999, 2001, 2003, 2005, 2007 and 2009) are not eligible unless the selected project has been withdrawn or sunset prior to the deadline for proposals in this solicitation. BIR project proposals for trunk highway bridges which are included in the current TIP or Draft TIP with an identified federal funding source are not eligible unless the project was selected in a previous open BIR solicitation and has been withdrawn prior to the deadline for proposals in this solicitation.

   RESPONSE:

BIR PROJECTS – PRIORITIZING CRITERIA

Recorded below are data that will be used to assign points to the bridge proposal. In most cases, the MN/DOT Structure Inventory Report includes the data needed but this may not be as current or comprehensive as the data available to the proposer. Please respond to each criterion by either recording the data from the inventory, or more recent or comprehensive data. (The attached sheet provides the range of points that will be allocated for each criterion and for the specific aspects of the projects)

1. The proposer must identify the functional classification of the roadway the bridge is located on as adopted by the TAB as of May 18, 2011.

   RESPONSE:

2. The proposer must identify the most recent average annual daily traffic (AADT) and heavy commercial average annual daily traffic (HCAADT) on the existing bridge to score points for current traffic volume heavy commercial vehicle traffic volume. The proposer may conduct appropriate counts which must be adjusted to average annual values to provide AADT and HCAADT. If the bridge is posted, provide the HCAADT prior to posting if it is available. MnDOT provides web access to all current AADT and HCAADT. http://www.dot.state.mn/traffic/data/html./volume program.html The proposer may also contact the following resource people at Mn/DOT to obtain these volumes:

Gene Hicks, Section Director (651) 366-3896; AADT… Megan Forbes (651-366-3883; HCAADT…Tom Nelson (651) 366-3868.

   RESPONSE:

3. The proposer must identify the most recent structural condition ratings and sufficiency rating of the bridge including any current and historical load postings. The proposer must provide a map showing the bridge location and the official detour for posted bridges and the functional classification of the affected roads.

   RESPONSE:

4. The proposer must identify in what ways the current bridge is inadequate (if any) with respect to serving bicycles, pedestrians, and fixed route transit and the provisions (if any) to serve those modes with the proposed project.

   RESPONSE:

5. The proposer must provide copies of appropriate adopted Bike and Ped plans that include the bridge.

   RESPONSE:

6. The proposer must complete the attached project development checklist.

   RESPONSE:

7. The proposer must provide the in-place bridge typical section, proposed bridge typical section and show vertical clearances of the existing and proposed bridge, 20 year projected ADT and design speed to determine if the existing and proposed bridge meets State Aid Standards.

   RESPONSE:

2011 Regional Solicitation
BIR Scoring System

Bridge Importance	**0 – 375 Points**	
A. Functional Class of Roadway Served	Principal Arterial	100 points
	"A" Minor Arterial	75 points
	"B" Minor Arterial	50 points
	Collector	25 points
B. AADT of Roadway Served	Highest receives 100 points, Remainder prorated, rounded to nearest 5	0-100 points
C. Heavy Commercial Vehicles Per Day	Highest receives 75 points, Remainder prorated, rounded to nearest 5 (If bridge is posted, the HCAADT prior to posting will be used to score project)	0-75 points
D. Distance to Nearest Parallel Crossing of Barrier by Road with Equal or Greater Functional Class	3 Miles or more	100 points
	2 – 2.9 Miles	75 points
	1 – 1.9 Miles	50 points
	.5 - .9 Miles	25 points
	Under ½ Mile	*zero* points
Structure	**0- 500 Points**	
A. Deck Condition	0, 1, 2, or 3	100 points
	4	75 points
	5	50 points
	6 or more	*zero* points
B. Superstructure	0, 1, 2 or 3	100 points
	4	75 points
	5	50 points
	6 or more	*zero* points
C. Substructure Condition	0, 1, 2, or 3	100 points
	4	75 points
	5	50 points
	6 or more	*zero* points
D. Current Posting (Single)	Posted	100 points
	Legal	*zero* points

2011 Regional Solicitation
BIR Scoring System

Structure (continued)		
E. Operating Capacity	HS10 or Less	100 points
	HS11 – HS20	75 points
	HS21 – HS25	50 points
	HS26 or More	*zero* points
Other Modes	**0 – 175 Points**	
A. Buses per Day (Metro Council staff will provide bus numbers)	Highest receives 75 points, Remainder Prorated, Rounded to Nearest 5 (If bridge is posted, the number of buses using the bridge prior to posting will be used, if available)	0-75 points
B. Provisions for Bikes	No existing provisions	25 points
	Bridge on planned bike system	25 points
C. Provision for Peds	No existing provision	25 points
	Bridge on planned Ped system	25 points
Deliverability	**0 – 100 Points** Points are awarded based on how many steps have been taken toward project implementation.	0-100 points
Design Adequacy	**0 – 120 points** Points are awarded assuming the design deficiencies will be corrected with the proposed bridge. Please note if this is incorrect for any of the following.	
A. Bridge Width	Existing bridge width does not meet state aid standards	0-40 points
B. Capacity Constraint	Driving surface width discontinuity	0-40 points
C. Vertical Clearance	Existing vertical clearance does not meet state aid standards. Height over: roads - 16 ft. 4 inch, railroads – 23 ft., trails – 10 ft.	0-40 points
Total points that could be allocated to an eligible bridge project	**1270 points**	

Criteria for meeting Sunset Date requirement for all TAB-selected projects:

Construction Projects through the FHWA Process

- Environmental document approved
- Right of way certificate approved or condemnation proceedings have been formally initiated
- District State Aid Engineer approval of plans
- Engineer's estimate
- Special provision information
- Utility relocation certificate
- Permit applications submitted
- Letting date can be set within 90 days

Construction Projects through the FTA Process

- Environmental document completed; reviewed by Metro State Aid for completeness
- Satisfactory review by Metro State Aid that project plans are complete and reflect the
- project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

Right of Way Only Projects through FHWA Process

- Environmental document approved
- OIM/SALT authorization to proceed

Right of Way Only Projects through FTA Process

- Environmental document completed; reviewed by Metro State Aid for completeness
- Appraisals over $250,000 approved by FTA; under $250,000 reviewed by MnDOT Metro State Aid/Right of Way Section
- FTA notifies that grant approval is imminent
- OIM transfers funds
- Offers made/condemnation initiated if offers refused

Program Project

- Grant application submitted to FTA; includes workplan
- Notification from FTA that grant approval is imminent
- Work will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred

Changes in Criteria Points from 2009 to 2011

"A" Minor Relievers			
2009 Criteria		**2009 Pts**	**%**
A.1.	Relative Importance of Route	**100**	8%
B.1.	Crash Reduction	**100**	8%
B.2.	Air Quality	**100**	8%
B.3.	Congestion Reduction	**150**	12%
C.1.	Crash Reduction Cost Effectiveness	**125**	10%
C.2.	Congestion Reduction Cost Effectiveness	**75**	6%
C.3.	Air Quality Cost Effectiveness	**75**	6%
D.1.	D.F. Planning Area Objectives	**75**	6%
D.2.	Natural Resources	**45**	4%
D-3	Progress Toward Affordable Housing Goals	**30**	2%
D-4	Access Mgmt Planning	**50**	4%
D-5	Access Mgmt Regulatory Framework	**50**	4%
D-6	Access Mgmt Improvements	**50**	4%
D-7	Integration of Modes	**125**	10%
E.1.	Maturity of Project Concept	**100**	8%
TOTAL		**1250**	
Proposed Criteria		**2011 Pts**	**%**
A.1.	Relative Importance of Route	**100**	8%
B.1.	Crash Reduction	**100**	8%
B.2.	Air Quality	**100**	8%
B.3.	Congestion Reduction	**150**	12%
C.1.	Crash Reduction Cost Effectiveness	**125**	10%
C.2.	Congestion Reduction Cost Effectiveness	**75**	6%
C.3.	Air Quality Cost Effectiveness	**75**	6%
D.1.	*D.F. Planning Area Objectives*	**100**	8%
~~***D.2.***~~	~~*Natural Resources*~~		*0%*
D-3	*Progress Toward Affordable Housing Goals*	***50***	*4%*
D-4	*Access Mgmt Planning & Reg. Framework*	**75**	6%
~~**D-5**~~	~~Access Mgmt Regulatory Framework~~		0%
D-6	*Access Mgmt Improvements*	**75**	6%
D-7	Integration of Modes	**125**	10%
E.1.	Maturity of Project Concept	**100**	8%
TOTAL		**1250**	

"A" Minor Expanders			
2009 Criteria		**2009 Pts**	**%**
A.1.	Relative Importance of Route	**100**	8%
B.1.	Crash Reduction	**150**	13%
B.2.	Air Quality	**50**	4%
B.3.	Congestion Reduction	**100**	8%
C.1.	Crash Reduction Cost Effectiveness	**125**	10%
C.2.	Congestion Reduction Cost Effectiveness	**75**	6%
C.3.	Air Quality Cost Effectiveness	**75**	6%
D.1.	D.F. Planning Area Objectives	**65**	5%
D.2.	Natural Resources	**45**	4%
D-3	Progress Toward Affordable Housing Goals	**30**	3%
D-4	Access Mgmt Planning	**70**	6%
D-5	Access Mgmt Regulatory Framework	**70**	6%
D-6	Access Mgmt Improvements	**70**	6%
D-7	Integration of Modes	**75**	6%
E.1.	Maturity of Project Concept	**100**	8%
TOTAL		**1200**	
Proposed Criteria		**2011 Pts**	**%**
A.1.	Relative Importance of Route	**100**	8%
B.1.	Crash Reduction	**150**	13%
B.2.	Air Quality	**50**	4%
B.3.	Congestion Reduction	**100**	8%
C.1.	Crash Reduction Cost Effectiveness	**125**	10%
C.2.	Congestion Reduction Cost Effectiveness	**75**	6%
C.3.	Air Quality Cost Effectiveness	**75**	6%
D.1.	*D.F. Planning Area Objectives*	**100**	8%
~~***D.2.***~~	~~*Natural Resources*~~		0%
D-3	*Progress Toward Affordable Housing Goals*	**50**	4%
D-4	*Access Mgmt Planning & Reg. Framework*	**100**	8%
~~**D-5**~~	~~Access Mgmt Regulatory Framework~~		0%
D-6	*Access Mgmt Improvements*	**100**	8%
D-7	Integration of Modes	**75**	6%
E.1.	Maturity of Project Concept	**100**	8%
TOTAL		**1200**	

Changes in Criteria Points from 2009 to 2011

Non-Freeway Principal Arterials			
2009 Criteria		**2009 Pts**	**%**
A.1.	Relative Importance of Route	**100**	8%
B.1.	Crash Reduction	**150**	13%
B.2.	Air Quality	**50**	4%
B.3.	Congestion Reduction	**75**	6%
C.1.	Crash Reduction Cost Effectiveness	**125**	10%
C.2.	Congestion Reduction Cost Effectiveness	**75**	6%
C.3.	Air Quality Cost Effectiveness	**100**	8%
D.1.	D.F. Planning Area Objectives	**65**	5%
D.2.	Natural Resources	**45**	4%
D-3	Progress Toward Affordable Housing Goals	**30**	3%
D-4	Access Mgmt Planning	**70**	6%
D-5	Access Mgmt Regulatory Framework	**70**	6%
D-6	Access Mgmt Improvements	**70**	6%
D-7	Integration of Modes	**75**	6%
E.1.	Maturity of Project Concept	**100**	8%
TOTAL		**1200**	
Proposed Criteria		**2011 Pts**	**%**
A.1.	Relative Importance of Route	**100**	8%
B.1.	Crash Reduction	**150**	13%
B.2.	Air Quality	**50**	4%
B.3.	Congestion Reduction	**75**	6%
C.1.	Crash Reduction Cost Effectiveness	**125**	10%
C.2.	Congestion Reduction Cost Effectiveness	**75**	6%
C.3.	Air Quality Cost Effectiveness	**100**	8%
D.1.	*D.F. Planning Area Objectives*	**100**	8%
~~***D.2.***~~	~~*Natural Resources*~~		
D-3	*Progress Toward Affordable Housing Goals*	**50**	4%
D-4	*Access Mgmt Planning <u>& Reg. Framework</u>*	**100**	8%
~~**D-5**~~	~~Access Mgmt Regulatory Framework~~		
D-6	*Access Mgmt Improvements*	**100**	8%
D-7	Integration of Modes	**75**	6%
E.1.	Maturity of Project Concept	**100**	8%
TOTAL		**1200**	

"A" Minor Connectors			
2009 Criteria		**2009 Pts**	**%**
A.1.	Definition and Characteristics of Route	**100**	8%
B.1.	Crash Reduction	**150**	13%
B.2.	Goods Movement	**100**	8%
B.3.	Shoulder Improvement	**100**	8%
C.1.	Crash Reduction Cost Effectiveness	**125**	10%
C.2.	Goods Movement Cost Effectiveness	**75**	6%
C.3.	Shoulder Improvement Cost Effectiveness	**75**	6%
D.1.	D.F. Planning Area Objectives	**65**	5%
D.2.	Natural Resources	**45**	4%
D-3	Access Mgmt Planning	**75**	6%
D-4	Access Mgmt Regulatory Framework	**75**	6%
D-5	Access Mgmt Improvements	**65**	5%
D-6	Integration of Modes	**50**	4%
E.1.	Maturity of Project Concept	**100**	8%
TOTAL		**1200**	
Proposed Criteria		**2011 Pts**	**%**
A.1.	Definition and Characteristics of Route	**100**	8%
B.1.	Crash Reduction	**150**	13%
B.2.	Goods Movement	**100**	8%
B.3.	Shoulder Improvement <u>& Non Motorized</u>	**175**	15%
C.1.	Crash Reduction Cost Effectiveness	**125**	10%
C.2.	Goods Movement Cost Effectiveness	**75**	6%
C.3.	Shoulder Improvement Cost Effectiveness	**75**	6%
D.1.	*D.F. Planning Area Objectives*	**100**	8%
~~**D.2.**~~	~~Natural Resources~~		
D-3	*Access Mgmt Planning <u>& Reg. Framework</u>*	**100**	8%
~~**D-4**~~	~~Access Mgmt Regulatory Framework~~		
D-5	Access Mgmt Improvements	**100**	8%
~~**D-6**~~	~~Integration of Modes~~		
E.1.	Maturity of Project Concept	**100**	8%
TOTAL		**1200**	

Changes in Criteria Points from 2009 to 2011

"A" Minor Augmenters							
2009 Criteria		**2009 Pts**	**%**				
A.1.	Relative Importance of Route	**125**	10%				
B.1.	Crash Reduction	**100**	8%				
B.2.	Air Quality	**100**	8%				
B.3.	Congestion Reduction	**75**	6%				
C.1.	Crash Reduction Cost Effectiveness	**125**	10%				
C.2.	Congestion Reduction Cost Effectiveness	**75**	6%				
C.3.	Air Quality Cost Effectiveness	**75**	6%				
D.1.	D.F. Planning Area Objectives	**75**	6%				
D.2.	Natural Resources	**30**	3%				
D-3	Progress Toward Affordable Housing Goals	**30**	3%				
D-4	Access Mgmt Planning	**50**	4%				
D-5	Access Mgmt Regulatory Framework	**50**	4%				
D-6	Access Mgmt Improvements	**30**	3%				
D-7	Integration of Modes	**160**	13%				
E.1.	Maturity of Project Concept	**100**	8%				
TOTAL		**1200**					
Proposed Criteria		**2011 Pts**	**%**	**Adjusted to be equal to 1200**			**%**
A.1.	Relative Importance of Route	**125**	8%	100	*100*		8%
B.X.	New Criterion: Condition and Age	**300**	20%	239	*240*		20%
B.1.	Crash Reduction	**100**	7%	80	*80*		7%
B.2.	Air Quality	**100**	7%	80	*60*		5%
B.3.	Congestion Reduction	**75**	5%	60	*60*		5%
C.1.	Crash Reduction Cost Effectiveness	**125**	8%	100	*60*		5%
C.2.	Congestion Reduction Cost Effectiveness	**75**	5%	60	*60*		5%
C.3.	Air Quality Cost Effectiveness	**75**	5%	60	*60*		5%
D.1.	*D.F. Planning Area Objectives*	**100**	7%	**80**	***100***	Adjusted for Consistency	8%
~~***D.2.***~~	~~*Natural Resources*~~			0			0%
D-3	*Progress Toward Affordable Housing Goals*	**50**	3%	**40**	***50***	Adjusted for Consistency	4%
D-4	*Access Mgmt Planning & Reg. Framework*	**60**	4%	48	*50*		4%
~~**D-5**~~	~~Access Mgmt Regulatory Framework~~			0			0%
D-6	*Access Mgmt Improvements*	**60**	4%	48	*50*		4%
D-7	Integration of Modes	**160**	11%	128	*130*		11%
E.1.	Maturity of Project Concept	**100**	7%	**80**	***100***	Adjusted for Consistency	8%
TOTAL		**1505**		1200	*1200*		

Changes in Criteria Points from 2009 to 2011

Bikeway/Walkway			
2009 Criteria		**2009 Pts**	**%**
A.1.	Implementation of Planned Systems	**175**	16%
B	Facility Type	**200**	18%
C.1.	Potential Use	**125**	11%
D.1.	Cost Effectiveness pt. 1	**50**	5%
D.2.	Cost Effectiveness pt. 2	**50**	5%
D.3.	Cost Effectiveness pt. 3	**50**	5%
D.4.	Cost Effectiveness pt. 4	**50**	5%
E.1.	Safety/Security	**100**	9%
F.1.	D.F. Planning Area Objectives	**70**	6%
F.2.	Natural Resources	**30**	3%
F.3.	Progress Toward Affordable Housing Goals	**30**	3%
F.4.	Integration of Modes	**70**	6%
G.1.	Maturity of Project Concept	**100**	9%
TOTAL		**1100**	
Proposed Criteria		**2011 Pts**	**%**
~~**A.1.**~~	~~Implementation of Planned Systems~~		0%
B	Facility Type	**250**	23%
C.1.	Potential Use	**250**	23%
D.1.	Cost Effectiveness pt. 1	**50**	5%
D.2.	Cost Effectiveness pt. 2	**50**	5%
D.3.	Cost Effectiveness pt. 3	**50**	5%
D.4.	Cost Effectiveness pt. 4	**50**	5%
E.1.	Safety/Security	**100**	9%
F.1.	D.F. Planning Area Objectives	**100**	9%
~~**F.2.**~~	~~Natural Resources~~		0%
F.3.	Progress Toward Affordable Housing Goals	**50**	5%
F.4.	Integration of Modes	**50**	5%
G.1.	Maturity of Project Concept	**200**	18%
TOTAL		**1200**	