

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
 Connector

Expander
 Augmenter

Non-Fwy. Principal Arterial
 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
<input type="checkbox"/>	<u>Mobilization (approx. 5% of total cost)</u>	\$
<input type="checkbox"/>	<u>Removals (approx. 5% of total cost)</u>	\$
<input type="checkbox"/>	<u>Roadway (grading, borrow, etc.)</u>	\$
<input type="checkbox"/>	<u>Roadway (aggregates and paving)</u>	
<input type="checkbox"/>	<u>Subgrade Correction (muck)</u>	\$
<input type="checkbox"/>	<u>Storm Sewer</u>	\$
<input type="checkbox"/>	<u>Ponds</u>	\$
<input type="checkbox"/>	<u>Concrete Items (curb & gutter, sidewalks, median barriers)</u>	\$
<input type="checkbox"/>	<u>Pedestrian Curb Ramps (ADA)</u>	\$
<input type="checkbox"/>	<u>Path/Trail Construction</u>	\$
<input type="checkbox"/>	<u>Traffic Control</u>	\$
<input type="checkbox"/>	<u>Striping</u>	\$
<input type="checkbox"/>	<u>Signing</u>	\$
<input type="checkbox"/>	<u>Lighting</u>	\$
<input type="checkbox"/>	<u>Turf - Erosion & Landscaping</u>	\$
<input type="checkbox"/>	<u>Bridge</u>	\$
<input type="checkbox"/>	<u>Retaining Walls</u>	\$
<input type="checkbox"/>	<u>Noise Wall</u>	\$
<input type="checkbox"/>	<u>Traffic Signals</u>	\$
<input type="checkbox"/>	<u>Wetland Mitigation</u>	\$
<input type="checkbox"/>	<u>Other Natural and Cultural Resource Protection</u>	\$
<input type="checkbox"/>	<u>RR Crossing</u>	\$
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>	<u>Contingencies</u>	
	<u>TOTAL CONSTRUCTION COST</u>	\$

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 set-asides 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. SAFETEA-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 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 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:

$$(AADT/1000) \times \text{project length (centerline mi.)} \times (10 \text{ ton} - \text{existing weight limit})$$

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 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. 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.

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 v

Include a map that shows all new or reconstructed bikeways that will be constructed (or striped) with a 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 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 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. 175 points

~~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