

## Federal Transportation Enhancement Fund Application

<b>INSTRUCTIONS:</b> 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. <b>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)</b>	Office Use Only
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### 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 for database (Include location, road name, type of improvement, etc... A more complete description must be submitted later in the application):
8. TE PROJECT CATEGORY – Check only one project grouping in which you wish your project to be considered (see p. 85).
<input type="checkbox"/> Environmental <input type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Streetscape <input type="checkbox"/> Historic/Archaeological

### III. PROJECT FUNDING

9 Are you applying for funds from another source(s) to implement this project?    Yes <input type="checkbox"/> No <input type="checkbox"/>	
If yes, please identify the source(s):	
10. FEDERAL AMOUNT: \$	13. SOURCE OF MATCH FUNDS:
11. MATCH AMOUNT: \$	14. MATCH % OF PROJECT TOTAL:
12. PROJECT TOTAL: \$	15. PROGRAM YEAR: <input type="checkbox"/> 2015 <input type="checkbox"/> 2016
16. SIGNATURE	17. TITLE:

# PROJECT INFORMATION

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

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

COUNTY, CITY, OR LEAD AGENCY \_\_\_\_\_

FUNCTIONAL CLASS OF ROAD \_\_\_\_\_

ROAD SYSTEM \_\_\_\_\_ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD \_\_\_\_\_ (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED \_\_\_\_\_

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) \_\_\_\_\_

APPROXIMATE END CONSTRUCTION DATE (MO/YR) \_\_\_\_\_

LOCATION: From: \_\_\_\_\_

To: \_\_\_\_\_  
(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK \_\_\_\_\_

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

## BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO. \_\_\_\_\_ NEW BRIDGE/CULVERT NO. \_\_\_\_\_

STRUCTURE IS OVER \_\_\_\_\_

## Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table.

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>		
<b><u>Check all that apply</u></b>	<b><u>ITEM</u></b>	<b><u>COST</u></b>
<input type="checkbox"/>	<b><u>Mobilization (approx. 5% of total cost)</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Removals (approx. 5% of total cost)</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Roadway (grading, borrow, etc.)</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Roadway (aggregates and paving)</u></b>	
<input type="checkbox"/>	<b><u>Subgrade Correction (muck)</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Storm Sewer</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Ponds</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Concrete Items (curb &amp; gutter, sidewalks, median barriers)</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Pedestrian Curb Ramps (ADA)</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Path/Trail Construction</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Traffic Control</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Striping</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Signing</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Lighting</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Turf - Erosion &amp; Landscaping</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Bridge</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Retaining Walls</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Noise Wall</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Traffic Signals</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>Wetland Mitigation</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>	<b><u>RR Crossing</u></b>	<b><u>\$</u></b>
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>	<b><u>Contingencies</u></b>	<b><u>\$</u></b>
	<b><u>TOTAL CONSTRUCTION COST</u></b>	<b><u>\$</u></b>

## **Maps and Photos**

Unless indicated otherwise, all applications must include the following:

1. A map of the project limits. If it is an on-road project, highlight the segment of road on a city or county roadway map. If it is a trail project, highlight the segment of trail to be constructed on a map that includes trails, bikeways or roadways. Applicants may include more than one map if the project impacts both a roadway and trail system.
2. An aerial photograph or photographs that show(s) the location of the project as it is today **OR** a plan view of the existing roadway or trail.
3. For bicycle and pedestrian projects only: A concept drawing of the proposed improvements that shows any bicycle, pedestrian and transit components upon completion of the project.

## **V. TRANSPORTATION ENHANCEMENTS**

**PURPOSE:** Transportation Enhancements (TE) are transportation-related activities designed to strengthen the cultural, aesthetic and environmental aspects of the nation's intermodal transportation system. The TE program provides for the implementation of non-traditional transportation projects.

### TE Purpose and Vision

TE funds are directed toward projects that preserve historic, archaeological, scenic and environmental resources related to surface transportation, and to facilitate bicycle and pedestrian use. Parks and open space preserve natural resources and provide a wide variety of recreational opportunities. Trail corridors are intended to provide for recreational travel along linear pathways throughout the metropolitan area. Preservation of historic features and protection of scenic areas permit appreciation of the natural resources that have influenced the region's development.

### **GENERAL INFORMATION AND RESTRICTIONS**

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in August 2005. Under SAFETEA-LU, Transportation Enhancement activities continue to be funded through a 10 percent set-aside from STP funds. All projects must relate to surface transportation. Transportation Enhancement (TE) funds may be used for the activities identified in Qualifying Criterion #1.

The region has allocated approximately \$120 million in TE funds for projects since the beginning of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. SAFEATEA-LU expired on September 30, 2009, but Congress has extended the Act several times through September 30, 2011. A new federal transportation Act is expected to be passed during the summer of 2011, during this regional solicitation. At the start of this regional solicitation in May, 2011, the region does not know what the new Act could mean for Transportation Enhancement project eligibility or funding. Therefore, the region is unable to provide a target amount of TE funds available in the 2011 regional solicitation. When the new Act is passed, the region will move quickly to determine how it impacts project eligibility as defined in this solicitation.

The Transportation Advisory Board (TAB) is responsible for the selection of projects that are to be financed in part with TE funds made available to the seven-county region. To implement this responsibility, the TAB has developed policies to define eligibility and prioritize eligible projects.

### **GENERAL POLICIES**

1. TE funds are available to all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven county region, and the ten Regional Park System Implementation agencies. Other local or special governmental agencies and private groups are also eligible, but must have a public agency sponsor. The agency sponsor is the local unit of government of record. The local unit of government is responsible for making arrangements with the project proposer to ensure all project requirements of the local unit of government are met.

An Agency Agreement is written between Mn/DOT and the local unit of government. The local unit of government will administer the project using the State Aid for Local Transportation (SALT) Delegated Contract Process (DCP) for federal aid projects.

2. Generally, TE funds are available for the activities listed under #1 of the Qualifying Criteria and incidental activities associated with them if the incidental work does not constitute more than 30% of the project costs. See Qualifying Criterion #1 for a description of what is meant by "incidental activities".

3. Generally, for projects that involve the construction of facilities, the TAB will provide TE funds for project construction and materials, right of way, and land acquisition. For TE-eligible projects that do not involve construction (e.g., bicycle and pedestrian safety education activities), the TAB will provide TE funds for program implementation and related activities. TAB will not provide TE funds for study completion, preliminary engineering, design, construction engineering, or other similar costs.
4. A TE construction or reconstruction project must be a permanent improvement having independent utility. Temporary construction is defined as work that must be essentially replaced in the immediate future (within five years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work. All projects must comply with the requirements of the Americans with Disabilities Act. Reconstruction of a bikeway/walkway facility is eligible as long as the facility is beyond its useful life.
5. Applicants can request up to a cap of \$1,000,000 in TE funds for a specific project. TAB reserves the right to partially fund any project. The local (nonfederal) match in funding for any project must be at least 20% of the total project cost.
6. Projects will be added to the TIP only as a result of the TAB approval in response to this and subsequent solicitations.
7. Projects listed in the region's draft or adopted TIP are assumed to be fully-funded and to have independent utility from other projects. TAB will not consider projects already listed in the draft or adopted TIP, nor the payback of Advanced Construction funds for those projects, for funding through the solicitation process. Projects submitted that are related to projects listed in the draft or adopted TIP but that have independent utility from those projects are eligible for consideration.
8. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited TE projects for the review and approval of the TAB. This report, the Annual Implementation Report shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.
9. TAB will base the fundable amount of a project on the original submittal. The TAB must approve any change in the scope of an approved project. The TE federal fund participation for each project will be updated and reported in the Annual Implementation Report as the federal cost cap. The federal cost cap will be based on an inflation adjustment set by the Transportation Advisory Board upon inclusion in the Transportation Improvement Program.
10. If a project is added to the TIP, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.

~~Project approvals for projects in the TE element of the TIP are specifically limited to the federal fund amount identified in the Annual Implementation Report for purposes of plan specification and estimate (PS&E) approval as well as project authorization. The federal fund amount listed for each project may be used to fund 80% of any identifiable useable element of the project described or to fund the entire project with a flexible federal/non federal participation. The federal fund amount listed in the Annual Implementation Report is the total that shall be authorized as PS&E approval for all advertisements of the project described. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the TIP at the time of approval. As noted in Policy 5, TAB will not award more than \$1,000,000 in TE funds for a specific project.~~

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

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

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

12. TAB will not fund a Transportation Enhancements project for which the pedestrian, bicycle or environmental components and benefits have been claimed in a related STP, CMAQ or BIR project that was funded in a previous solicitation or is selected for the 2009 Solicitation.

## TRANSPORTATION ENHANCEMENTS PROJECTS – PROJECT DESCRIPTION

Please provide the following general information about your proposal. Failure to provide this information will result in the application being disqualified.

Describe the opportunity that the proposed project is taking advantage of or the nature of the problem that it aims to address:

Provide a description (no more than one page) of the project.

## TRANSPORTATION ENHANCEMENTS PROJECTS - QUALIFYING CRITERIA

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

1. Qualifying Activities. The applicant must show that the proposed project falls under at least one of the following list of twelve qualifying activities and must state the specific category(ies) the project qualifies under. The list of qualifying TE activities provided in 23 U.S.C. 101(a)(35) of SAFETEA-LU is intended to be exclusive, not illustrative. That is, **only** those activities listed therein are eligible as TE activities.
  1. Provision of facilities for pedestrians and bicycles.
  2. Provision of safety and educational activities for pedestrians and bicyclists.
  3. Acquisition of scenic easements and scenic or historic sites including historic battlefields.
  4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
  5. Landscaping and other scenic beautification.
  6. Historic preservation.
  7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
  8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
  9. Inventory, control and removal of outdoor advertising.
  10. Archaeological planning and research.
  11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
  12. Establishment of transportation museums.

One or more of these activities must constitute at least 70% of the project cost. Unlisted ancillary activities such as paving a parking lot, constructing buildings or providing restrooms must constitute no more than 30% of the total project cost. Applicants whose project is part of a larger transportation project must provide a construction cost summary demonstrating that at least 70% of the project is eligible for Transportation Enhancement funds.

Many projects include a number of activities – some which are on this list and others that are not. Only those project activities that are on the list may be counted as TE activities. For example, a rest area might include a historic site purchased and developed as an interpretive site illustrating local



history. The historic site purchase and development would qualify as a transportation enhancement activity.

Work that is made possible because a project presents an opportunity to improve and enhance the environment and or aesthetics in the vicinity of a project may be eligible for enhancement funding. For example, a construction project may present an opportunity to improve the condition of an adjacent stream bed to improve water quality, construct a vital link for a community bikeway system and develop a landscaped green area to enhance the downtown environment.

Activities that are not explicitly on the list may qualify if they are an integral part of a larger qualifying activity. For example, if the rehabilitation of a historic railroad station required the construction of new drainage facilities, the entire project could be considered for TE funding.

RESPONSE:

2. The funded activities must be accessible to the general public or targeted to a broad segment of the general public, and must be ADA compliant.

RESPONSE:

3. Projects must relate to surface transportation.

#### **Project Linkage (from federal guidance)**

To comply with Federal guidelines for eligibility there are two basic considerations:

- Is the proposed action one of the listed activities in the TE definition in SAFETEA-LU?
- How does the proposed action relate to surface transportation?

The applicant must provide a clear statement describing this linkage.

The definition of TE activities includes the phrase, "transportation enhancement activities means, with respect to any project or the area to be served by the project, any of the following activities, if such activity relates to surface transportation:..."

The nature of a proposed TE project's relationship to surface transportation should be discussed in the project proposal that you submit. For example, where runoff from an existing highway contaminates an adjacent water resource and a transportation enhancement activity is proposed to mitigate the pollution caused by the runoff a clear highway or transportation relationship exists. Another example might involve the acquisition of a scenic easement. The acquisition would be in connection with the preservation of a scenic vista related to travel along a specific route.

Where a TE activity is for acquisition for scenic preservation purposes, and proposes to contribute to the visual experience of the traveler, but is a substantial distance away with respect to a highway or transportation project, the TE activity must be determined to make a substantial contribution to the scenic viewshed.

Given the nature of the list of eligible activities, it is not necessary that each TE activity be associated with a specific surface transportation project to be eligible for funding. Examples which illustrate this include: the rehabilitation of a historic train structure, the provision of a bike or pedestrian path, or the establishment of a transportation museum.

Proximity to a highway or transportation facility alone is not sufficient to establish a relationship to surface transportation. Additional discussion, beyond proximity, is needed in the TE project proposal to establish the relationship to transportation. For example, an historic barn that happened to be

adjacent to a particular highway facility would not automatically be considered eligible for TE funds simply because of its location; visibility to the traveler in a way that substantially enhances the traveling experience could qualify. Specific documentation of the enhanced experience is required; conversely, a historic structure, such as the barn in the above example, could not be disqualified from consideration because it was not adjacent to a particular Federal-aid facility, as long as some other relationship to surface transportation could be established.

It is not necessary to have a TE activity function as an active transportation facility, either past or current, to qualify as an eligible TE activity. For example, a scenic or historic site may have a relationship to transportation but not function as a transportation facility.

Once a relationship to surface transportation is established, TE activities can be implemented in a number of ways. For example, they can be developed as parts of larger joint development projects, or as stand-alone projects.

RESPONSE:

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

RESPONSE:

5. Typically a transportation project involves mitigation, work in addition to immediate construction activities, that is negotiated with permitting agencies and local governments as a condition of obtaining permit approval. Activities that are normally part of the mitigation of a transportation project are not eligible, such as required stormwater mitigation or basic bicycle and pedestrian accommodation on bridges to be constructed or reconstructed.

NOT ELIGIBLE – Work that is required as a condition of obtaining a permit or concurrence for a different transportation project is **not eligible** for enhancement funding. For example, a city may require a highway expansion project to include streetscape enhancements in order to gain municipal consent. In that case, streetscape work performed to satisfy the municipal consent requirement is not eligible for Transportation Enhancement funding. Federal permitting and authorizing agencies may include the U.S. Forest Service, U. S. Corps of Engineers, and others. State permitting agencies may include the Minnesota Department of Natural Resources, the Minnesota Pollution Control Agency, and the Minnesota State Historic Preservation Office. Regional agencies may include watershed districts and metropolitan planning organizations. Local agencies may include counties and cities.

RESPONSE:

6. The applicant must assure it will operate and maintain the property and facility of the project for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the Minnesota Department of Transportation and the Federal Highway Administration.

The FHWA requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the FHWA. TAB has determined that this requirement will be applied to the project applicant. FHWA considers most physical constructions and total

reconstructions to have a useful design life of 10 years or more, depending on the nature of the project. Bridge constructions and total reconstructions are considered to have useful lives of 50 years. The useful life of the project will be defined in the inter-agency maintenance agreement that must be prepared and signed prior to the project letting.

RESPONSE:

7. Projects must have an estimated total cost of at least \$125,000. There are significant federal project processing requirements that come with federal funds. These requirements translate into expenditures of time and money on the parts of both the agency proposing/developing the project and the state agency administering the federal funds for the project. Project applicants can "bundle" projects together to meet this minimum. (Example: bundled projects could consist of signing and lighting a number of bike trails in several counties.) Communities may want to consider using joint powers agreements for implementing bundled projects.

RESPONSE:

8. TAB will not award more than \$1,000,000 in TE funds to a specific project. Other federal funds may be combined with TE funds.

RESPONSE:

9. Projects must have an assured local (nonfederal funds) match of at least 20% of the estimated total cost of the proposed project. At the time of application, the applicant must assure the local match will be available when the project is authorized in the requested program year. If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate. TAB will not award additional points for providing a match in excess of 20%.

The local match can be provided in the form of cash up front "hard dollars" or a "soft match". A "soft match" may include donated labor or construction materials if adequate documentation of its equivalent dollar value and availability can be provided. Donated labor must have expertise and experience in the type of labor required for the project and valued at rates consistent with rates ordinarily paid for similar work. Some type of time sheet must support donated labor. Donated materials, e.g., railroad ties, asphalt pavement, or wiring necessary to run a street car, must meet all standards and specifications. Caution in using a "soft match" should be taken to ensure the donated materials or labor during actual construction does not fall below the 20% non-federal match required to be able to receive 100% of the federal funds. Applicants wishing to use a soft match should first contact John Lindemer at Mn/DOT at 651/366-3764 to determine its value and eligibility.

RESPONSE:

10. Proposed designs for bikeways and for combined bike/pedestrian facilities must meet MN/DOT State Aid standards. Exceptions to the State Aid standards may be granted during final design if warranted based on social, economic or environmental alternatives, **not** through this solicitation process. Failure to meet the standards or justify exemptions will result in the loss of federal funds.

RESPONSE:

11. Projects must be coordinated with all affected communities and other levels and units of government. Coordination is defined as written communication from the applicant to all affected communities informing them of the project. The applicant must provide a copy of the written communication as proof of coordination.

RESPONSE:

## TE PROJECTS – PROJECT CATEGORIES AND RANKING

Instead of the past practice of having general prioritizing criteria to which all projects must respond, the prioritizing criteria are now split into category and general/integrative criteria, as outlined on the following pages. Projects will be scored through the category and general/integrative criteria as follows:

- a) **Categories.** All applications must be submitted in one of four categories: Scenic and Environmental; Bicycle and Pedestrian; Historical and Archaeological or Streetscape/Pedestrian Enhancements. Applicants must submit their project under the proper category as outlined below. If prospective applicants are uncertain which category most appropriately includes their project, they should contact Council staff.

The 12 Qualifying Activities (as listed and described in Qualifying Criterion #1 on previous pages) fall under those 3 categories as follows:

1. Scenic and Environmental:

- QA #3, Acquisition of scenic easements and scenic or historic sites;
- QA #4, Scenic or historic highway programs;
- QA #9, Inventory, control and removal of outdoor advertising; and
- QA #11, Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

2. Bicycle and Pedestrian Connections:

- QA #1, Provision of facilities for pedestrians and bicyclists;
- QA #2, Provision of safety and educational activities for pedestrians and bicyclists; and
- QA #8, Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).

3. Historic and Archaeological:

- QA #6, Historic preservation (with relationship to transportation, see Qualifying Criterion #2);
- QA #7, Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
- QA #10, Archaeological planning and research (with relationship to transportation, see Qualifying Criterion #2); and
- QA #12, Establishment of transportation museums.

4. Streetscape/Pedestrian Enhancements:

- QA #5, Landscaping and other scenic beautification;
- QA #1, Provision of facilities for pedestrians and bicyclists.

- b) **Final Ranking.** Projects will be ranked against other applications in their category to develop four ranked lists of TE projects, which will be evaluated all together by a multidisciplinary team of scorers, who will develop a single list of recommended projects. The TAB may or may not choose to fund projects submitted from each category.

## TE PROJECTS - PRIORITIZING CRITERIA

Each qualified project will be scored under five common category criteria within its TE project group: urgency; impact; relationship between TE categories; and relationship to intermodal/multimodal transportation; and implementation of the Development Framework. This will allow projects to be scored under these criteria relatively equally across the different categories while addressing the particular attributes of the project type. An explanation of each of the four common category criteria and reasons for their inclusion follows:

1. Urgency/Significance. This criterion measures how critical or time-sensitive the problem is that is being addressed by a regionally significant project. Examples might include seizing a timely opportunity to preserve a scarce or endangered resource or addressing a critical need.
2. Impact. This criterion quantifies the benefit from the project, without specifically relating it to how the larger public will benefit (that calculation will be made in part 2. of the general/integrative criteria).
3. Relationship between Categories. This criterion is being presented under the assumption that the region recognizes that there is a value in having projects that provide more than one of the eligible TE activities. Examples might include the reconstruction of a bicycle/pedestrian trail leading to a historic transportation structure.
4. Relationship to Intermodal/Multimodal Transportation System. This criterion measures how the proposed project clearly and credibly relates to the surface transportation system. Surface transportation is defined to include all modes of travel with the exception of aviation and military transportation. Federal TE guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship.
5. Development Framework. This criterion measures how the proposed project relates to the goals for land use development, resource protection and transportation described in the 2030 Regional Development Framework and 2030 Transportation Policy Plan.
6. Maturity of Project Concept. This criterion measures the number of steps already taken in project development. These steps are outlined in the checklist in Appendix K.

▪ **Scenic and Environmental Group (Qualifying Activities 3, 4, 9, 11)**

1. **Urgency/Significance (200 points).** Discuss if/how the project proposes or addresses each of the following:

- Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

RESPONSE:

- Addresses a significant issue/problem/threat/opportunity associated with contaminated land, erosion, water quality, rare or threatened plant or wildlife species, and/or obstructed or impaired scenic views.

RESPONSE:

2. **Impact (300 points).** Discuss how the project addresses the applicable questions below (respond as appropriate to all questions except those specifically targeted at a different qualifying activity):

- For Qualifying Activity #3: What is the scenic or historic authenticity and integrity of the property or site, and how will these scenic or historic qualities be preserved or enhanced by the project?

RESPONSE:

- For Qualifying Activity #4: What is the scenic or historic authenticity and integrity of the highway and how will these scenic or historic qualities be preserved or enhanced by the project?

RESPONSE:

- For Qualifying Activity #9: How many nonconforming, illegal and other off-premise signs are targeted for removal under the proposed project?

RESPONSE:

- For Qualifying Activity #11: If addressing water pollution; what pollutants are in the water, what natural resources do they harm, and how will the proposed project address the source of these pollutants? If the project concerns wildlife mortality and habitat connectivity; how would the project maintain, improve, or restore habitat connectivity, reduce vehicle-caused wildlife mortality, and what kinds of wildlife will benefit?

RESPONSE:

- For All Applicants: Provides more than a local benefit. Two examples of projects that provide more than a local benefit include mitigation of highway water runoff to a river that runs through several communities, and acquisition of a scenic easement and lookout area along a regional (“A” Minor or Principal Arterial) highway.

RESPONSE:

- For All Applicants: Provides an immediate benefit. Projects that are likely to show immediate results will receive more points over those that are part of a longer-term project.

RESPONSE:

- For All Applicants: Provides benefit to significant numbers of people. Staff will determine this by using the population density within one mile of the project area. **Applicants will need to supply a map showing the exact location of the project.** In the case of water pollution

due to highway runoff, the location would be the impacted area even if the source of the pollution being addressed is not in the impacted area.

3. **Relationship between Categories (100 points).** Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two Transportation Enhancements categories:

- What is the relationship to the Bicycle and Pedestrian group? For example, how does the scenic/environmental project address bicycle and pedestrian access to the project location?

RESPONSE:

- What is the relationship to the Historic and Archaeological group? For example, how does the scenic/environmental project promote people's understanding of transportation in history or protect archaeological resources?

RESPONSE:

4. **Relationship to Intermodal/Multimodal Transportation System (100 points).** Discuss how the project will function as a component and/or enhancement of the transportation system:

- How will the project benefit the experience of users of the transportation system?

RESPONSE:

- How will the project benefit multiple modes of transportation?

RESPONSE:

5. **Development Framework (100 points)**

- Is the environmental project integrated with a larger development plan that will benefit from the improve resource? Describe how it is integrated.

RESPONSE:

6. **Maturity of Project Concept (200 points).** Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

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

**TOTAL: 1,000 POINTS**

▪ **Bicycle and Pedestrian Pathway Group (Qualifying Activities 1, 2, and 8)**

1. **Urgency/Significance (200 points).** Discuss how the project proposes or addresses each of the following:

- Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

RESPONSE:

- Addresses a significant opportunity, un-met need or problem as relates to the development of an integrated bicycle or pedestrian transportation network; or providing a safe/enjoyable bicycle or pedestrian route.

RESPONSE:

2. **Impact (300 points).** Discuss how the project addresses each element below (respond as appropriate to A. or B., not both):

**A. Bike/Ped Infrastructure (QA #1, and QA #8):**

- Fills gaps, overcomes barriers, connects system segments and/or otherwise seizes on a significant opportunity in pedestrian/bicycle network. **The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network.** If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

RESPONSE:

- Project provides a high-demand facility or program. Relative levels of demand will be determined using population density and connections to significant travel attractors. Metropolitan Council staff will determine population density using 2009 residential population within one mile of the project. The applicant should also list below significant destinations that are near the facility or that the facility provides close connections to. Destinations can be recreation areas such as parks, beaches, rivers, lakes, etc; or commercial or mixed-use districts, major employment areas or other major cultural destinations.

RESPONSE:

- Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

RESPONSE:

- For Applications for Qualifying Activity #8 only: Who owns the railway corridor property and will there be an agreement to ensure the preservation and protection of the corridor?

RESPONSE:

**B. Bike/Ped Programs (QA #2):**

- Significantly improves safety/behavior of bicyclists and pedestrians.

RESPONSE:

- Increases market share/use of bicycling and walking.

RESPONSE:

- Fills gaps in existing programs. Describe the target audience in this program and how they would benefit from these activities or programs.



RESPONSE:

- Provides more than a local benefit. An example of such a program is a bicycle/pedestrian safety program conducted in several school districts.

RESPONSE:

3. **Relationship between Categories (100 points).** Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:
- What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

RESPONSE:

- What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

RESPONSE:

4. **Relationship to Intermodal/Multimodal Transportation System (100 points).** Discuss how the project will function as a component and/or enhancement of the transportation system:
- How will the bicycle or pedestrian facility benefit the experience of users of the transportation system?

RESPONSE:

- How will the project benefit multiple modes of transportation? An example of a project that would do this would be a bicycle facility that connects to a transit center or a mixed-use pedestrian-oriented district, or a pedestrian project that is a component of a transit-oriented development.

RESPONSE:

- How does the facility serve trips that could otherwise be made by motor vehicles?

RESPONSE:

5. **Development Framework (100 points)**
- If the project is a trail project, does it help to connect to or complete the Metropolitan Council's Regional Trail network? How so? If the project is on part of the Regional Trail system, it must be identified in a Metropolitan Council-approved master plan.

RESPONSE:

- Briefly describe how the project implements the Bicycle and Pedestrian Plan in the 2030 Transportation Policy Plan (2009).

RESPONSE:

6. **Maturity of Project Concept (200 points).** Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This

requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

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

**TOTAL: 1,000 POINTS**

▪ **Historic and Archaeological Group (Qualifying Activities 6, 7, 10. and 12)**

1. **Urgency/Significance (200 points).** Discuss if/how the project proposes or addresses each of the following:

- Addresses a significant issue/problem/threat/opportunity associated with the preservation/restoration of an endangered historic or archaeological resource.

RESPONSE:

- Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

RESPONSE:

2. **Impact (300 points).** Discuss how the project addresses each applicable element below:

- Protects or enhances a site on or eligible for the National Register of Historic Places.

RESPONSE:

- Provides opportunities for users to experience, appreciate, and understand a unique historic or archaeological resource or site.

RESPONSE:

- Fits into the community's educational system, e.g., school curriculum, libraries, youth programs, archaeology week, etc.

RESPONSE:

- Provides more than a local benefit. Examples of projects that provide more than a local benefit include rehabilitation of an historic transportation structure in a busy state or regional park, or a project to establish a transportation museum that will be visited by people from outside the community where it is located.

RESPONSE:

- Provides benefit to significant numbers of people. Metropolitan Council staff will determine this by using the population and employment density within one mile of the project area. Applicants will need to supply a map showing the exact location of the project.

RESPONSE:

- Provides an immediate benefit. Projects that show immediate results will receive points over those that are part of a longer-term project.

RESPONSE:

- For Applications for Qualifying Activity #10 only: What is the archaeological integrity of the ruins, artifacts, structural remains, etc...showing significant historic or prehistoric human life or activity, and how will they be preserved or protected?

RESPONSE:

3. **Relationship between Categories (100 points).** Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:

- What is the relationship to the Scenic and Environmental group? For example, how does the historic/archaeological project provide a natural resource enhancement?

RESPONSE:

- What is the relationship to the Bicycle and Pedestrian group? For example, how does the scenic/environmental project address bicycle and pedestrian access to the project location?

RESPONSE:

4. **Relationship to Intermodal/Multimodal Transportation System (100 points).** Discuss how the project will function as a component and/or enhancement of the transportation system:
- How will the project benefit the experience of users of the transportation system?

RESPONSE:

- How will the project be accessible by multiple modes of transportation?

RESPONSE:

- How will the project benefit multiple modes of transportation?

RESPONSE:

- In what way is the project/program associated with surface transportation through past, present, or future use as a transportation or transportation-related resource?

RESPONSE:

- How does the project facilitate an understanding of the relationship of an historic or archaeological resource to the role of surface transportation in significant historic and cultural events, movements, and contexts.

RESPONSE:

5. **Development Framework (100 points)**

- Does the historic preservation project help to improve the immediate area around the project? Is it integrated within a redevelopment plan?

RESPONSE:

6. **Maturity of Project Concept (200 points).** Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

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

**TOTAL: 1,000 POINTS**

▪ **Streetscape/Pedestrian Enhancements (Qualifying Activities 1 & 5)**

1. **Urgency/Significance (200 points).** Discuss if/how the project proposes or addresses each of the following:

- Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

RESPONSE:

- Addresses a significant opportunity, un-met need or problem as relates to the development of a pedestrian transportation network or providing a safe and pleasant pedestrian route and supporting transit riders.

RESPONSE:

2. **Impact (300 points).** Discuss how the project addresses each element below. Projects will score higher if it is located on an important transit route and significantly improves the pedestrian environment.

- Describe the existing conditions for pedestrian safety and circulation along the project segment.

RESPONSE:

- Describe all functional improvements to pedestrian safety and circulation that will be included as part of this project (such as sidewalks, crosswalks, pedestrian countdown signals, etc.).

RESPONSE:

- Provides more than a local benefit: What are the number of transit lines and the daily frequency of transit service along the segment of roadway being improved and on any roadways connecting to the segment of roadway being improved?

RESPONSE:

- Provides benefit to significant numbers of people: Metropolitan Council staff will determine this by using the population and employment density within one mile of the project area.
- Is the roadway being improved in a business district? If so, describe the business district (number of businesses, nature of businesses, etc.).

RESPONSE:

- What pedestrian amenities will be installed with the project (vegetation, benches, wayfinding, pedestrian-scale lighting, etc.)?

RESPONSE:

- Describe the design intent for the landscaping improvements being proposed. Provide any visual examples or plans if they are available.

RESPONSE:

3. **Relationship between Categories (100 points).** Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:

- What is the relationship with the Bicycle/Pedestrian Connections group? Does the project include amenities or facilities for bicycles? Does it facilitate any new connections pedestrian or bicycle connections?

RESPONSE:

- What is the relationship to the Environmental group? For example, how does the project provide a natural resource enhancement and address environmental mitigation?

RESPONSE:

- What is the relationship to the Historic and Archaeological group? For example, how does the project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

RESPONSE:

4. **Relationship to Intermodal/Multimodal Transportation System (100 points).** Discuss how the project will function as a component and/or enhancement of the transportation system:

- How will the project benefit multiple modes of transportation? An example of a project that would do this would be a project connecting to a transit center or on an important transit route or a project that is a component of a transit-oriented development.

RESPONSE:

5. **Development Framework (100 points)**

- a. How does the project improve the accessibility and ease of use of transit?

RESPONSE:

6. **Maturity of Project Concept (200 points).** Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

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

**TOTAL: 1,000 POINTS**