

# Transportation Alternatives Solicitation

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## Solicitation Summary: 2015-2016 Cycle

### Overview

The transportation alternatives solicitation is a competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School, Scenic Byways and more.

In 2013, MnDOT conducted an extensive outreach process throughout Minnesota to identify how projects would be selected, who would do selection and what outcomes Minnesotans expected for this federal funding source. Based on feedback from the outreach process it was determined that projects would be selected regionally by Minnesota's eight area transportation partnerships using criteria developed by each ATP. The regional criteria are based on local priorities and must also address overarching statewide objectives. The statewide outcome objectives, as identified through outreach, help frame how Minnesota invests transportation alternatives funding. These statewide objectives are:

- Support projects identified through planning processes
- Support Safe Routes to School
- Support projects that serve a transportation purpose
- Ensure project delivery

A detailed explanation of the outcome objectives is available [here](#).

The transportation alternatives solicitation has a two-tier process to ensure that local communities and applicants have an understanding of federal funding requirements, eligibility and project development. Applicants are asked to submit a letter of intent which will be reviewed by regional representatives. The goal of the review is to guide applicants through the applications process and to balance effort with the likelihood of receiving funding. The full applications are received, evaluated and selected by each ATP. In metropolitan planning organization areas, the MPO also reviews the applications for consistency with their long-range transportation plan.

Note: The solicitation for transportation alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

# Solicitation Summary

During the 2015-2016 solicitation, the area transportation partnerships in Greater Minnesota received 77 initial inquiries through the letter of intent process. Of which, 40 went on to submit a full application. Of the 40 full applications, 21 local communities received funding. The total transportation alternatives funding for this application cycle was more than \$7.6 million. However, the program leveraged an additional \$14.0 million in total investment toward new projects for pedestrians, bicyclists, historic preservation, Scenic Byways and Safe Routes to School. More information can be found in the following tables and figures.

Complete solicitation data is available in spreadsheet format upon request. Contact Chris Berrens ([chris.berrens@state.mn.us](mailto:chris.berrens@state.mn.us)).

Table 1 – Transportation alternatives applications by funding award status, 2015-2016 solicitation

<b>Funding award status</b>	<b>Number of applications</b>
Awarded transportation alternatives funding	21
Awarded state SRTS funding	2
Unfunded	17
No full application submitted	37
<b>Total</b>	<b>77</b>

Table 2 – Transportation alternatives projects by ATP & project type, 2015-2016 solicitation

<b>Project type</b>	<b>ATP 1</b>	<b>ATP 2</b>	<b>ATP 3</b>	<b>ATP 4</b>	<b>ATP 6</b>	<b>ATP 7</b>	<b>ATP 8</b>	<b>Total</b>
On-road pedestrian / bicycle / transit	1	0	0	1	1	1	2	<b>6</b>
SRTS	0	1	3	0	0	1	1	<b>6</b>
Scenic Byways	1	1	1	1	2	0	0	<b>6</b>
Trail	1		1	0	0	0	0	<b>6</b>
Historic preservation	0	0	0	1	0	0	0	<b>2</b>
<b>Total</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>

Figure 1 – Transportation alternatives applications by category and award status, 2015-2016 solicitation

