



## MAT Cycle One Workshop: Q&A

The questions and answers below were discussed during the Metro Active Transport (MAT) Program Workshop on Tuesday, February 11<sup>th</sup>.

### AT Corridors Breakout Session

**1. What if a jurisdiction is unwilling or unable to partner on a multi-jurisdiction corridor project?**

Multi-jurisdictional corridor projects must have at least two sponsors and they must have direct authority to implement the improvements proposed in the Letter of Interest. Single jurisdictions may apply for their section of a multi-jurisdictional corridor. However, the application would receive a single point deduction for not including a multi-jurisdiction partnership. The minimum cumulative length of a project is three miles for both single jurisdiction and multi-jurisdiction applicants.

**2. What would occur if a multi-jurisdiction partnership fails to materialize after the project is awarded?**

In order to proceed, the project must be viable as a standalone project and meet all requirements, including the minimum cumulative length of three miles. Partnerships will be evaluated as part of Metro's performance monitoring of the project. Projects that fail to progress due to lack of involvement and support may be subject to project cancellation and deobligation of funding. Failure to follow through with partnerships will be noted when evaluating applications in future funding cycles.

**3. Will Metro consider projects beyond the Top 25 Corridors if funding is still available? If my corridor ranks close to the Top 25, should we apply?**

For Cycle 1, the Top 25 Corridors will be prioritized. In the event that the total award of top-ranking corridor projects does not meet the funding target for the AT category, projects beyond the Top 25 may be considered for funding through a supplemental evaluation. Letters of Interest may be submitted now in anticipation. Through a supplemental evaluation projects beyond the Top 25 will



be considered to meet the funding target and to comprise a contingency list in the event that previously awarded projects are deobligated, or a significant cost savings is identified.

**4. If a proposed project segment differs from a Top 25 Corridor but is outside the half-mile buffer, does it still count toward the three-mile length requirement?**

Yes, any segment will count toward the cumulative three-mile length requirement as long as a portion of the project falls within a half mile of the prioritized corridor. The needs-based ranking score for modified versions of a prioritized corridor may be recalculated if the majority of the project lies outside the half-mile buffer.

**5. Cycle 1 of the MAT Program will program funds from FY21 to FY25. How will the programming of the funds be assigned once projects are awarded, and can funds be programmed beyond FY25?**

Funds will be programmed by phase of work in one or more programming years and will be based on funding availability and project readiness. Projects must expend funds within three years of the year programmed. Failure to do so may result in lapsing and Metro may rescind awards.

**6. How were the MAT Program's rankings and scores developed?**

The rankings and scores were developed through the Metro ATSP. For more details on the screening and prioritization methodology, please see Attachment A of the Program Solicitation document.

**7. Is the 10 percent cap on the cost of right-of-way for the total project or just for the construction phase?**

Projects cannot spend more than 10 percent of the MAT funding programmed to the construction phase on right-of-way acquisition.

**8. Can the MAT Program fund the design and construction phases of a project?**

Yes, the program can fund the design and construction phases but please be advised that the maximum funding available for a single project is \$8 million.



**9. Is the MAT Program using federal dollars?**

No, the MAT Program is funded entirely by local dollars.

**10. Can we propose a project with a Class III facility? Would such a project be competitive in competing for funding?**

A project consisting primarily of Class III facilities is allowed but likely would not be competitive in competing for funding. Class III facilities such as bicycle boulevards may be necessary for supplementing other bikeway types or for closing gaps, but would not be recommended as a standalone project.

**11. Can we propose project elements that are not listed in the solicitation?**

The elements listed in the solicitation are suggestions and not considered an exhaustive list. Applicants are welcome to propose other elements that are core active transportation improvements.

**12. Are improvements limited to one element? Is an element such as a transportation management center (TMC) eligible for funding?**

We would expect most projects to include multiple elements. However, an element such as a TMC would be classified as an ITS project. Our focus for this program is on core active transportation facilities; non-core elements should not comprise the majority of the project scope.



## FLM Priority Network Breakout Session

### 1. Would the MAT Program Cycle 1 Solicitation consider funding bikeways?

For this cycle, the FLM category is not funding bikeways. If you are applying under an eligible station on the FLM list, we are only funding improvements within a ½ mile radius area.

### 2. Do the improvements have to be within 1-2 blocks of the transit station?

No, we are considering improvements within a ½ mile radius of the transit station. However, we do think 1-2 blocks would be a good way to focus applications since we have an emphasis on efficient deployment of visible, inspiring improvements.

### 3. Do the improvements have to be on an arterial road?

No, they do not.

### 4. Would the MAT Program Cycle 1 Solicitation consider funding infrastructure support for micromobility? For example, parking or pathways.

Yes. However, to clarify, this program is to support active transportation and the project has to show a safety benefit for people on foot or bike. The interventions do not have to be pedestrian or bike only, but they have to show how people on foot and bike are positively impacted.

### 5. Is the funding in this solicitation cycle for the next fiscal year?

This funding is for 5 fiscal years—2021 is the first year. In general, want to get these funds disbursed and see benefits as quickly as possible. We would rather front-load the dollars and generally prefer not to have projects that will incur costs at the tail end of the five-year cycle.



**6. We have 5 stations that qualify-- do we need 5 different Letters of Intent (LOI)?**

In the final version of the solicitation administrative guidelines, there is language around multiple adjacent stations. You can put multiple adjacent stations forward as one project, but all stations have to be on a prioritized list of stations and the proposal should explain why you are proposing them together as a cohesive set of improvements.

**7. What level of detail would you like to see for the project budget in the LOI?**

For the FLM applicants to the MAT Program, we do not need to see a lot of detail in the budget. We ask that you specify the size category you are applying for (small, medium, large), and the reasonable range of improvements you anticipate delivering within that category. If you have more details for the budget, definitely show it because that will help signal that you are project-ready.

**8. Is a local match (funding) required?**

No local match is required but we are giving up to 10 points within our scoring rubric for projects that are making compelling case around leverage. We are not awarding leverage points on a dollar-to-points basis—we are asking qualitatively, what is the added value of the resources you are bringing forward? This could be, for example, financial investments for complementary infrastructure in the project area or in-kind contributions that contribute to the overall success of the project.

**9. What are the funding range for projects?**

For FLM applicants to the MAT program, there are three categories (small, medium, large) and the minimum is \$500,000 and the maximum is \$5 million.

**10. How do we know what points we have already allotted in the “selection points”, quantitative assessment?**

You can find these points on the First/Last Mile Ranked locations list. These points are predetermined based on analyzed criteria including equity, safety, and mobility/connectivity. There are the up to 30 points available and each project site has allotted points that will factor into their final application. For



multiple stations that are applying as one project with one LOI, the points will be by an average taken across all relevant stations.

**11. We have a sizable budget already allocated for XXX Blvd near a transit station. Does that mean we should not target any improvements on that boulevard? Can MAT funding be used to fund some of these activities?**

MAT funding cannot supplant already funded improvements. In your case, we encourage you to consider additional infrastructural investments that are additive to what you have already funded. For example, if you have curb cuts and extensions, but no high-visibility crosswalks, you may propose the crosswalks to make for a better overall environment. If you have existing funded plans, this would actually show evaluators that you are leveraging and this would get you leverage points. Alternatively, instead of funding on XXX Blvd, you could propose interventions on other streets that could start to build out a network to access the station.

**12. For multi-jurisdictional Letters of Interest (LOI), does the lead proposer have to be that where the transit station is?**

No, the lead proposer should be where the preponderance of improvements will be located. If it is multi-jurisdictional, though, the proposal should show how the different jurisdictions are working together and that there is cross-jurisdictional support. There are a number of stations located at city boundaries so this issue could apply for multiple applications.

**13. Is the FLM ranked locations list based on existing stations?**

Yes, the focus for the Cycle 1 Solicitation is on existing stations. In the future, we may focus on new transit stations.



**14. If we have other questions for the application, when can we ask them?**

The Metro FLM team is open to take questions through February 18, we will have a formal written question submittal process through March 3, 2020.

(email [matprogram@metro.net](mailto:matprogram@metro.net) by COB March 3, 2020)

**15. Is February 18, 2020 the formal invitation to submit a Letter of Interest (LOI)?**

Yes, the LOI is released on February 18, 2020 and is your formal invitation to apply. It will be due back on April 2, 2020.

(submit electronically via [Dropbox](#) or email to [matprogram@metro.net](mailto:matprogram@metro.net) by noon on Thursday, April 2, 2020)

**16. Is there a cap (limit) on the awards one agency can accept?**

No, however we do intend to fund multiple jurisdictions and geographies. As you may have noticed, 80% of the potential FLM project sites are in one jurisdiction. It is Metro's intention to test different partnerships and delivery models in different contexts, and as such, ensuring project in multiple jurisdictions across a diverse geography will be an additional consideration in recommending awards.

**17. If we have a transit station that is not on the list, is it eligible?**

No. Furthermore, there is a cut-off on First/Last Mile Ranked Locations list and those below the threshold are not eligible. All eligible applicants were invited to the workshop.