

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

---

**ACTION TRANSMITTAL No. 2014-26**

**DATE:** March 11, 2014  
**TO:** TAB Members  
**FROM:** Regional Solicitation Evaluation Steering Committee  
**PREPARED BY:** Amy Vennewitz, Deputy Director MTS, 651-602-1058  
Heidi Schallberg, Senior Planner MTS, 651-602-1721  
**SUBJECT:** Regional Solicitation Modal Criteria  
**RECOMMENDED MOTION:** That the design of the next regional solicitation be based on revised criteria as shown in this transmittal and attachment.

**BACKGROUND AND PURPOSE OF ACTION:** Previous TAB actions established that solicitation projects will be evaluated by modal categories (roadways, bicycle and pedestrian, and transit and TDM) and established the types of projects that would be eligible for evaluation under each modal category. TAB also previously approved application subcategories for each mode. These criteria, as recommended by the Steering Committee, were presented as information to TAB for the February meeting.

**RELATIONSHIP TO REGIONAL POLICY:** TAB develops and issues a Regional Solicitation for federal funding. This recommended motion will provide policy direction on the higher-level criteria that should be used in the design of a new solicitation.

**COMMITTEE COMMENTS AND ACTION:** The Regional Solicitation Steering Committee has met to discuss these issues and recommends the criteria as attached.

---

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

**Step 3: Evaluation Criteria Changes**

**Regional Solicitation Evaluation – Updated February 12, 2014**

On the following pages the PMT has proposed prioritizing criteria for each of the evaluation sub-categories. The primary purpose of Step 3 is to streamline and simplify the process for applicants and reviewers. With this in mind, the 2011 Regional Solicitation prioritizing criteria was modified to:

1. Use quantitative criteria where possible, as opposed to qualitative criteria.
2. Remove questions that do not differentiate applications (an analysis was completed of past solicitation scoring to identify criteria that were less influential in determining the selected projects).
3. Remove questions that are repetitive (either within the prioritizing criteria or with the qualifying criteria).

To ensure that the proposed prioritizing criteria align with regional policy, the prioritizing criteria are matched up with their corresponding Thrive MSP 2040 Outcomes and Transportation Policy Plan Update Goals. In addition, example measures listed are only examples, and TAC Funding and Programming and TAC will be tasked with recommending the final measures. At this point, the example measures are meant to help the Steering Committee better understand what is meant by each prioritizing criteria.

**Table A1: Draft Roadway Expansion Projects <sup>(1)</sup> Streamlined Prioritizing Criteria**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures <sup>(2)</sup>
<b>Role in the Regional Transportation System and Economy <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Livability</li> <li>- Equity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Competitive Economy</li> <li>- Align Transportation and Land Use</li> </ul>	<ul style="list-style-type: none"> <li>- Length of the route</li> <li>- Functional class specific measure (to be developed by TAC Funding and Programming)</li> <li>- Proximity to identified job and activity centers</li> <li>- Connections to identified regional intermodal freight terminals or major freight generators</li> </ul>
<b>Usage <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Align Transportation and Land Use</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Current and forecast traffic volumes</li> <li>- Commercial vehicle usage</li> <li>- Current average annual transit ridership (provided by Council)</li> </ul>
<b>Equity</b>	<ul style="list-style-type: none"> <li>- Equity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>- Project located in an identified Racially Concentrated Area of Poverty (RCAP)</li> <li>- Low income/minority/people who rely on transit within one mile of the project</li> <li>- Affordable housing</li> </ul>
<b>Infrastructure Age/Condition</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Useful life/age of roadway and other infrastructure elements</li> <li>- Infrastructure condition</li> <li>- Length of proposed roadway not currently rated 10-ton</li> </ul>
<b>Congestion Reduction <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Healthy Environment</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost/increase in hourly person throughput (all modes)</li> <li>- Project cost/reduction in travel time</li> <li>- Project cost/reduction in V/C ratio</li> </ul>
<b>Safety <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Safety and Security</li> <li>- Stewardship</li> <li>- Healthy Environment</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost/crashes reduced by project (including severity)</li> </ul>
<b>Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Equity</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation and Land Use</li> <li>- Healthy Environment</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed connections, improvements (transit, bicycle, pedestrian) and deficiencies addressed</li> </ul>
<b>Project Readiness/Risk Assessment</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)</li> </ul>

(1) Expansion projects include roadway improvements that add thru lane capacity (e.g., two-lane to four-lane reconstructions and new interchanges).

(2) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(3) Prioritizing criteria identified by the Steering Committee as being the most important.

**Table A2: Draft Reconstruction/Modernization Projects <sup>(1)</sup> Streamlined Prioritizing Criteria**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures <sup>(2)</sup>
<b>Role in the Regional Transportation System and Economy <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Livability</li> <li>- Equity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Competitive Economy</li> <li>- Align Transportation and Land Use</li> </ul>	<ul style="list-style-type: none"> <li>- Length of the route</li> <li>- Functional class specific measure (to be developed by TAC Funding and Programming)</li> <li>- Proximity to identified job and activity centers</li> <li>- Connections to identified regional intermodal freight terminals or major freight generators</li> </ul>
<b>Usage <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Align Transportation and Land Use</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Current and forecast traffic volumes</li> <li>- Commercial vehicle usage</li> <li>- Current average annual transit ridership (provided by Council)</li> </ul>
<b>Equity</b>	<ul style="list-style-type: none"> <li>- Equity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>- Project located in an identified Racially Concentrated Area of Poverty (RCAP)</li> <li>- Low income/minority/people who rely on transit within one mile of the project</li> <li>- Affordable housing</li> </ul>
<b>Infrastructure Age/Condition</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Useful life/age of roadway and other infrastructure elements</li> <li>- Infrastructure condition</li> <li>- Length of proposed roadway not currently rated 10-ton</li> <li>- Deficient design features</li> </ul>
<b>Congestion Reduction <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Healthy Environment</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost/increase in hourly person throughput (all modes)</li> <li>- Project cost/reduction in travel time</li> <li>- Project cost/reduction in V/C ratio</li> </ul>
<b>Safety <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Safety and Security</li> <li>- Stewardship</li> <li>- Healthy Environment</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost/crashes reduced by project (including severity)</li> </ul>
<b>Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Equity</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation and Land Use</li> <li>- Healthy Environment</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed connections, improvements (transit, bicycle, pedestrian) and deficiencies addressed</li> </ul>
<b>Project Readiness/Risk Assessment</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)</li> </ul>

(1) Reconstruction/Modernization projects include roadway improvements that do not add thru lane capacity (e.g. raised medians, bike lanes, turn lanes, continuous left-turn lanes, sidewalks, trails, traffic signals, roundabouts).

(2) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(3) Prioritizing criteria identified by the Steering Committee as being the most important.

**Table A3: Draft Roadway System Management Streamlined Prioritizing Criteria**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures <sup>(1)</sup>
<b>Role in the Regional Transportation System and Economy</b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Livability</li> <li>- Equity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Competitive Economy</li> <li>- Align Transportation and Land Use</li> </ul>	<ul style="list-style-type: none"> <li>- Length of the route</li> <li>- Proximity to identified TOD overlay zones</li> <li>- Proximity to identified job and activity centers</li> <li>- Connections to identified regional intermodal freight terminals or major freight generators</li> </ul>
<b>Usage</b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Align Transportation and Land Use</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Current and forecast traffic volumes</li> <li>- Commercial vehicle usage</li> <li>- Current average annual transit ridership (provided by Council)</li> </ul>
<b>Equity</b>	<ul style="list-style-type: none"> <li>- Equity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>- Project located in an identified Racially Concentrated Area of Poverty (RCAP)</li> <li>- Low income/minority populations within one mile of the project</li> <li>- Project usage by people who rely on transit</li> <li>- Affordable housing</li> </ul>
<b>Infrastructure Age/Condition</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Useful life/age of infrastructure elements</li> </ul>
<b>Congestion Reduction <sup>(2)</sup></b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Healthy Environment</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost/increase in hourly person throughput</li> <li>- Project cost/reduction in hours of delay per day</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Safety and Security</li> <li>- Stewardship</li> <li>- Healthy Environment</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost/crashes reduced by project (including severity)</li> </ul>
<b>Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections</b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Equity</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation and Land Use</li> <li>- Healthy Environment</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed connections, improvements (transit, bicycle, and pedestrian), and deficiencies addressed</li> </ul>
<b>Project Readiness/Risk Assessment</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)</li> </ul>

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.

**Table A4: Draft Bridges Streamlined Prioritizing Criteria  
(Eligibility Limited to Non-Freeway Principal Arterials and “A” Minor Arterials)**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures <sup>(1)</sup>
<b>Role in the Regional Transportation System and Economy</b>	<ul style="list-style-type: none"> <li>– Stewardship</li> <li>– Prosperity</li> <li>– Livability</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> <li>– Competitive Economy</li> <li>– Aligns Transportation and Land Use</li> </ul>	<ul style="list-style-type: none"> <li>– Distance to nearest parallel crossing of barrier by road with equal or greater functional class</li> <li>– Length of detour route if bridge closed</li> <li>– Proximity to identified job and activity centers</li> <li>– Connections to identified regional intermodal freight terminals or major freight generators</li> </ul>
<b>Usage</b>	<ul style="list-style-type: none"> <li>– Livability</li> <li>– Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> <li>– Align Transportation and Land Use</li> <li>– Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>– Current and forecast traffic volumes</li> <li>– Current and forecast heavy commercial traffic volumes</li> <li>– Current average annual transit ridership (provided by Council)</li> </ul>
<b>Equity</b>	<ul style="list-style-type: none"> <li>– Equity</li> <li>– Livability</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>– Project located in an identified Racially Concentrated Area of Poverty (RCAP)</li> <li>– Low income/minority/people who rely on transit within one mile of the project</li> <li>– Affordable housing</li> </ul>
<b>Infrastructure Age/Condition (Safety) <sup>(2)</sup></b>	<ul style="list-style-type: none"> <li>– Stewardship</li> <li>– Livability</li> <li>– Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>– Transportation System Stewardship</li> <li>– Safety and Security</li> </ul>	<ul style="list-style-type: none"> <li>– Structural and sufficiency ratings of bridge elements</li> <li>– Correction of design deficiencies for bridge width, capacity constraint and vertical clearance</li> </ul>
<b>Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections</b>	<ul style="list-style-type: none"> <li>– Prosperity</li> <li>– Equity</li> <li>– Livability</li> <li>– Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> <li>– Transportation and Land Use</li> <li>– Healthy Environment</li> <li>– Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>– Proposed connections, improvements (bicycle and pedestrian) and deficiencies addressed</li> </ul>
<b>Project Readiness/Risk Assessment</b>	<ul style="list-style-type: none"> <li>– Stewardship</li> <li>– Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>– Transportation System Stewardship</li> <li>– Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)</li> </ul>
<b>Total Project Cost Effectiveness</b>	<ul style="list-style-type: none"> <li>– Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>– Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>– Project cost/total points awarded in other criteria listed</li> </ul>

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.

**Table B1: Draft Multiuse Trails and Bicycle Facilities Streamlined Prioritizing Criteria**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures <sup>(1)</sup>
<b>Role in the Regional Transportation System and Economy</b>	<ul style="list-style-type: none"> <li>– Stewardship</li> <li>– Livability</li> <li>– Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> <li>– Align Transportation and Land Use</li> <li>– Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>– Identified in the regional bikeway network</li> <li>– Gaps filled by project</li> <li>– Proximity to identified TOD overlay zones</li> <li>– Proximity to identified job and activity centers</li> <li>– Project’s impact on direct connections between trip origins and destinations</li> </ul>
<b>Usage <sup>(2)</sup></b>	<ul style="list-style-type: none"> <li>– Livability</li> <li>– Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> <li>– Align Transportation and Land Use</li> <li>– Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>– Potential users</li> <li>– Project cost/population (existing and future) within one mile of the project</li> <li>– Project cost/employees (existing and future) within one mile of the project</li> </ul>
<b>Equity</b>	<ul style="list-style-type: none"> <li>– Equity</li> <li>– Livability</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>– Project located in an identified Racially Concentrated Area of Poverty (RCAP)</li> <li>– Low income/minority/people who rely on transit within one mile of the project</li> <li>– Affordable housing</li> </ul>
<b>Infrastructure Age/Condition</b>	<ul style="list-style-type: none"> <li>– Stewardship</li> <li>– Livability</li> <li>– Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> <li>– Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>– Useful life/age of infrastructure elements</li> <li>– Infrastructure condition</li> </ul>
<b>Deficiencies and Safety <sup>(2)</sup></b>	<ul style="list-style-type: none"> <li>– Livability</li> </ul>	<ul style="list-style-type: none"> <li>– Safety and Security</li> <li>– Healthy Environment</li> <li>– Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>– Existing deficiencies</li> <li>– Barriers overcome</li> <li>– Proposed safety improvements</li> <li>– Proposed ADA improvements</li> </ul>
<b>Multimodal Facilities (Transit and Roadway) and Connections</b>	<ul style="list-style-type: none"> <li>– Livability</li> <li>– Prosperity</li> <li>– Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> <li>– Transportation and Land Use</li> <li>– Healthy Environment</li> <li>– Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>– Proposed connections to transit routes/facilities and roadways</li> </ul>
<b>Project Readiness/Risk Assessment</b>	<ul style="list-style-type: none"> <li>– Stewardship</li> <li>– Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>– Transportation System Stewardship</li> <li>– Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)</li> </ul>

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.

B. Recommendations for Bicycle and Pedestrian Facilities Criteria:

**Table B2: Draft Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Streamlined Prioritizing Criteria**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures <sup>(1)</sup>
<b>Role in the Regional Transportation System and Economy</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Livability</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Align Transportation and Land Use</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Gaps filled by project</li> <li>- Proximity to identified TOD overlay zones</li> <li>- Proximity to identified job and activity centers</li> <li>- Project’s impact on direct connections between trip origins and destinations</li> </ul>
<b>Usage <sup>(2)</sup></b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Align Transportation and Land Use</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Potential users</li> <li>- Project cost/population (existing and future) within one mile of the project</li> <li>- Project cost/employees (existing and future) within one mile of the project</li> </ul>
<b>Equity</b>	<ul style="list-style-type: none"> <li>- Equity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>- Project located in an identified Racially Concentrated Area of Poverty (RCAP)</li> <li>- Low income/minority/people who rely on transit within one mile of the project</li> <li>- Affordable housing</li> </ul>
<b>Infrastructure Age/Condition</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Useful life/age of infrastructure elements</li> <li>- Infrastructure condition</li> </ul>
<b>Deficiencies and Safety <sup>(2)</sup></b>	<ul style="list-style-type: none"> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Safety and Security</li> <li>- Healthy Environment</li> <li>- Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>- Existing deficiencies</li> <li>- Barriers overcome</li> <li>- Proposed safety improvements</li> <li>- Proposed ADA improvements</li> </ul>
<b>Multimodal Facilities (Transit, Bicycle, and Roadway) and Connections</b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation and Land Use</li> <li>- Healthy Environment</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed connections to transit routes/facilities, trails, and roadways</li> </ul>
<b>Project Readiness/Risk Assessment</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)</li> </ul>

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.



B. Recommendations for Bicycle and Pedestrian Facilities Criteria:

**Table B3: Draft Safe Routes to School Infrastructure Streamlined Prioritizing Criteria**

Criteria used in the first-time TAP solicitation including SRTS currently underway <sup>(1)</sup>

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures
<b>Urgency/ Significance</b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Livability</li> <li>- Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Healthy Environment</li> <li>- Safety and Security</li> </ul>	<ul style="list-style-type: none"> <li>- Time-sensitive opportunity</li> <li>- Addresses significant opportunity, unmet need or problem</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Healthy Environment</li> </ul>	<ul style="list-style-type: none"> <li>- Fills gaps, overcomes barriers, connects system segments or otherwise is significant opportunity in pedestrian/bike network</li> </ul>
<b>Relationship between SRTS Program Elements</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> <li>- Safety and Security</li> </ul>	<ul style="list-style-type: none"> <li>- How 5Es (evaluation, education, encouragement, enforcement, and engineering) of SRTS programs considered or incorporated</li> </ul>
<b>Relationship to Intermodal/ Multimodal Transportation System</b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Healthy Environment</li> <li>- Transportation and Land Use</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- How facility benefits transportation system users for the school</li> <li>- How project benefits multiple modes</li> <li>- How facility serves trips otherwise made by motor vehicle</li> </ul>
<b>Safe Routes to School Framework</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Healthy Environment</li> <li>- Transportation &amp; Land Use</li> </ul>	<ul style="list-style-type: none"> <li>- How project meets SRTS program purposes</li> </ul>
<b>Maturity of Project/Risk Assessment</b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project development checklist</li> </ul>

(1) The prioritizing criteria and example measures shown in the above table is consistent with the first-time TAP solicitation for SRTS projects currently underway. TAC/TAC Funding and Programming will be tasked with evaluating the first-time TAP solicitation and recommending the final measures.

**Table C1: Draft Transit Expansion Streamlined Prioritizing Criteria**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures <sup>(1)</sup>
<b>Role in the Regional Transportation System and Economy</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Prosperity</li> <li>- Equity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Align Transportation and Land Use</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project is associated with a High or Medium rated service in the Regional Service Improvement Plan (RSIP)</li> <li>- Proximity to identified TOD overlay zones</li> <li>- Proximity to identified job and activity centers</li> </ul>
<b>Usage <sup>(2)</sup></b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Align Transportation and Land Use</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost per existing or new daily transit rides</li> <li>- Project cost per total population/employment served by project</li> </ul>
<b>Equity</b>	<ul style="list-style-type: none"> <li>- Equity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>- Project located in an identified Racially Concentrated Area of Poverty (RCAP)</li> <li>- Low income/minority populations within one mile of the project</li> <li>- Project usage by people who rely on transit</li> <li>- Affordable housing</li> </ul>
<b>Infrastructure Age/Condition</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Useful life/age of infrastructure elements</li> </ul>
<b>Emissions Reduction</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Healthy Environment</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost/daily emissions reduced (KG)</li> </ul>
<b>Improvement Quality Rating</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Percentage impact for service speeds, span of service, customer information, etc.</li> </ul>
<b>Multimodal Facilities (Roadway, Bicycle, Pedestrian) and Connections</b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Equity</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation and Land Use</li> <li>- Healthy Environment</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed connections, improvements (roadway, bicycle, pedestrian) and deficiencies addressed</li> </ul>
<b>Project Readiness/Risk Assessment</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)</li> <li>- Availability of operating funds</li> </ul>

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.

C. Recommendations for Transit and TDM Criteria:

**Table C2: Draft Transit System Modernization <sup>(1)</sup> Streamlined Prioritizing Criteria**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures <sup>(2)</sup>
<b>Role in the Regional Transportation System and Economy</b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Stewardship</li> <li>- Equity</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Healthy Environment</li> <li>- Stewardship</li> <li>- Competitive Economy</li> <li>- Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>- Proximity to identified TOD overlay zones</li> <li>- Proximity to identified job and activity centers</li> <li>- Total population/employment in area served by project</li> </ul>
<b>Usage <sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Align Transportation and Land Use</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost/total daily transit rides affected by project</li> <li>- Project capital cost/savings in operating cost</li> </ul>
<b>Equity</b>	<ul style="list-style-type: none"> <li>- Equity</li> <li>- Livability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>- Project located in an identified Racially Concentrated Area of Poverty (RCAP)</li> <li>- Low income/minority populations within one mile of the project</li> <li>- Project usage by people who rely on transit</li> <li>- Affordable housing</li> </ul>
<b>Infrastructure Age/Condition</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Livability</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Useful life/age of infrastructure elements</li> </ul>
<b>Emissions Reduction</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>- Healthy Environment</li> </ul>	<ul style="list-style-type: none"> <li>- Project cost/daily emissions reduced (KG)</li> </ul>
<b>Improvement Quality Rating</b>	<ul style="list-style-type: none"> <li>- Prosperity</li> <li>- Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>- Percentage impact for service speeds, span of service, customer information, etc.</li> </ul>
<b>Multimodal Facilities (Roadway, Bicycle, Pedestrian) and Connections</b>	<ul style="list-style-type: none"> <li>- Livability</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Destinations</li> <li>- Transportation and Land Use</li> <li>- Healthy Environment</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed connections, improvements (roadway, bicycle, pedestrian), and deficiencies addressed</li> <li>- Connections to regional destinations from the transit improvement</li> </ul>
<b>Project Readiness/Risk Assessment</b>	<ul style="list-style-type: none"> <li>- Stewardship</li> <li>- Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation System Stewardship</li> <li>- Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>- Project development checklist (project readiness, right-of-way, environmental documentation, railroads issues, etc.)</li> </ul>

(1) Modernization is the improvement of an existing transit system or service through an investment in new or improved infrastructure that either A) produces operating cost savings through improved operations or B) improves quality of service for users (user experience) or both. Modernization could include: improved customer information, expanded customer facilities, improved system technology, improved vehicle technology (hybrids), new transit advantages.

(2) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(3) Prioritizing criteria identified by the Steering Committee as being the most important.

C. Recommendations for Transit and TDM Criteria:

**Table C3: Draft TDM (Competitive) Streamlined Prioritizing Criteria**

**Criteria used in the first-time TDM solicitation currently underway <sup>(1)</sup>**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures <sup>(2)</sup>
<b>Project Clarity and Readiness</b>	<ul style="list-style-type: none"> <li>– Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>– Transportation System Stewardship</li> <li>– Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>– What are the main components of this project? What are the objectives of the project? Where does this project fit within your agency’s goals and objectives?</li> </ul>
<b>Integration and Coordination</b>	<ul style="list-style-type: none"> <li>– Livability</li> <li>– Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> <li>– Transportation System Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>– What existing resources are being used in this project? What plans, programs, or initiatives does this project relate to? What existing infrastructure is being capitalized on in this project? Relate the project to the Council’s Development Framework and/or the TPP.</li> </ul>
<b>Innovation</b>	<ul style="list-style-type: none"> <li>– Prosperity</li> <li>– Livability</li> <li>– Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>– Competitive Economy</li> <li>– Access to Destinations</li> </ul>	<ul style="list-style-type: none"> <li>– Has this project been implemented before? If yes, what changes have been made to make this project unique now? Is this project new to a particular geographic area? What about this project is new or unique?</li> </ul>
<b>Impact to Congestion</b>	<ul style="list-style-type: none"> <li>– Prosperity</li> <li>– Livability</li> </ul>	<ul style="list-style-type: none"> <li>– Access to Destinations</li> <li>– Healthy Environment</li> <li>– Competitive Economy</li> </ul>	<ul style="list-style-type: none"> <li>– Both quantitative and qualitative descriptions of impacts. VMT = number of one-way commute trips reduced * 12.1 miles (average length of commute trip according to TBI).</li> <li>– Methodology for the “number of one-way commute trips reduced”</li> <li>– Qualitative/narrative description of the impact to congestion</li> </ul>
<b>Impact to Air Quality</b>	<ul style="list-style-type: none"> <li>– Stewardship</li> <li>– Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>– Healthy Environment</li> </ul>	<ul style="list-style-type: none"> <li>– Both quantitative and qualitative descriptions of their impacts. We asked for a simple multiplication using their VMT from the above section, and multiply it by pollution records from MPCA and Council staff.</li> <li>– CO reduced = VMT reduced * .857157</li> <li>– PM2.5 reduced = VMT reduced * .000192</li> <li>– NOx reduced = VMT reduced * .056438</li> <li>– qualitative/narrative description of the impact to air quality</li> </ul>

(1) The prioritizing criteria and example measures shown in the above table is consistent with the first-time TAP solicitation for SRTS projects currently underway. TAC/TAC Funding and Programming will be tasked with evaluating the first-time TAP solicitation and recommending the final measures.

(2) Add connectivity to the example measures.