Regional Solicitation Design - Review and Approval Schedule

Date	Committee	Action or Info	Primary Meeting Focus
JULY			
July 11	Steering Committee	Info	
July 15	Project Management Team	-	Debrief Intro
July 16	TAB	Info	Main time for feedback Modal funding targets Overall weightings Review one application each mode
July 17	Funding & Programming Committee	Info	Scoring guidelines
July 25	*Steering Committee*	*Only if needed*	
AUGUST			
August 5	Project Management Team	-	
August 6	TAC	Info	Review changes
August 19	Project Management Team	-	*If needed*
August 20	**TAB**	**ACTION**	**Approval of modal funding targets**
August 20	TAB	Info	**NOTE: Only one day before F&P is taking action** - Primary meeting purpose is to review changes made from July feedback
August 21	**Funding & Programming Committee**	**ACTION**	**Recommend approval of solicitation package**
SEPTEMBER			
Sept 2	Project Management Team	-	*If needed*
Sept 3	**TAC**	**ACTION**	**Recommend approval of solicitation package**
Sept 8	Transportation Committee	Info	Overview of solicitation
Sept 16	Project Management Team	-	*If needed*
Sept 17	**TAB**	**ACTION**	**Approval of solicitation package**
Sept 17	**Transportation Committee**	**ACTION**	**Recommend concurrence with TAB approval of solicitation package**
Sept 24	**Council**	**ACTION**	**Concurrence with TAB approval of solicitation package**

Roadway Expansion Projects

	% of Total Points
Role in the Regional Transportation System and Economy	20%
Measure 1 - Role in Regional Economy	
Measure 2 - Current daily heavy commercial traffic	
Measure 3 - Job Concentrations, Manufacturing, Education	
Usage	20%
Measure 1 - Current daily person throughput	
Measure 2 - Forecast 2030 average daily traffic volume	
Equity	5%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Infrastructure Age	8%
Measure 1 - Date of construction and end of useful life	
Congestion Reduction/Air Quality	15%
Measure 1 - Cost effectiveness (project cost/vehicle delay reduced)	
Measure 2 - Cost effectiveness (project cost/kg per day reduced)	
Safety	15%
Measure 1 - Cost effectiveness (project cost/crashes reduced)	
Multi-modal Facilities	10%
Measure 1 - Transit facilities, improve travel experience	
Measure 2 - Transit routes connected	
Measure 3 - Bike/ped elements, improve travel exp. and safety	
Measure 4 - Bike and pedestrian connections	
Risk Assessment	8%
Measure - Risk Assessment Form	
Total	**100%**

Roadway Reconstruction/Modernization Projects

	% of Total Points
Role in the Regional Transportation System and Economy	20%
Measure 1 - Role in Regional Economy	
Measure 2 - Current daily heavy commercial traffic	
Measure 3 - Job Concentrations, Manufacturing, Education	
Usage	20%
Measure 1 - Current daily person throughput	
Measure 2 - Forecast 2030 average daily traffic volume	
Equity	5%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Infrastructure Age/Condition	15%
Measure 1 - Date of construction and end of useful life	
Measure 2 - Geometric, structural or infrastructure deficiencies	
Congestion Reduction/Air Quality	8%
Measure 1 - Cost effectiveness (project cost/vehicle delay reduced)	
Measure 2 - Cost effectiveness (project cost/kg per day reduced)	
Safety	15%
Measure 1 - Cost effectiveness (project cost/crashes reduced)	
Multi-modal Facilities	10%
Measure 1 - Transit facilities, improve travel experience	
Measure 2 - Transit routes connected	
Measure 3 - Bike/ped elements, improve travel exp. and safety	
Measure 4 - Bike and pedestrian connections	
Risk Assessment	8%
Measure - Risk Assessment Form	
Total	**100%**

Roadway System Management

	% of Total Points
Role in the Regional Transportation System and Economy	15%
Measure 1 - Role in Regional Economy	
Measure 2 - Current daily heavy commercial traffic	
Measure 3 - Job Concentrations, Manufacturing, Education	
Usage	15%
Measure 1 - Current daily person throughput	
Measure 2 - Forecast 2030 average daily traffic volume	
Equity	5%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Infrastructure Age/Condition	8%
Measure 1 - Date of construction and end of useful life	
Congestion Reduction/Air Quality	20%
Measure 1 - Cost effectiveness (project cost/vehicle delay reduced)	
Measure 2 - Cost effectiveness (project cost/kg per day reduced)	
Safety	20%
Measure 1 - Cost effectiveness (project cost/crashes reduced)	
Multi-modal Facilities	10%
Measure 1 - Transit facilities, improve travel experience	
Measure 2 - Transit routes connected	
Measure 3 - Bike/ped elements, improve travel exp. and safety	
Measure 4 - Bike and pedestrian connections	
Risk Assessment	8%
Measure - Risk Assessment Form	
Total	**100%**

Bridges

	% of Total Points
Role in the Regional Transportation System and Economy	15%
Measure 1 - Role in Regional Economy	
Measure 2 - Current daily heavy commercial traffic	
Measure 3 - Job Concentrations, Manufacturing, Education	
Usage	15%
Measure 1 - Current daily person throughput	
Measure 2 - Forecast 2030 average daily traffic volume	
Equity	5%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Infrastructure Age/Condition/Safety	40%
Measure 1 - Date of construction and end of useful life	
Measure 2 - Geometric, structural or infrastructure deficiencies	
Multi-modal Facilities	10%
Measure 1 - Transit facilities, improve travel experience	
Measure 2 - Transit routes connected	
Measure 3 - Bike/ped elements, improve travel exp. and safety	
Measure 4 - Bike and pedestrian connections	
Risk Assessment	8%
Measure - Risk Assessment Form	
Total Cost Effectiveness	8%
Measure 1 - Cost effectiveness (total project cost/total points awarded)	
Total	**100%**

Transit Expansion Projects

	% of Total Points
Role in the Regional Transportation System and Economy	10%
Measure 1 - Job Concentrations, Manufacturing, Education	
Measure 2 - Existing population w/in 1/4m bus stop or w/in 1/2m transitway	
Measure 3 - Transit routes directly connnected - ridership	
Usage	35%
Measure 1 - Cost effectiveness of project per rider	
Measure 2 - Cost effectiveness of project per new rider	
Measure 3 - Service (operating) cost effectiveness of project per new rider	
Equity	20%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Emissions Reduction	20%
Measure 1 - Total emissions reduced	
Measure 2 - Cost effectiveness (project cost/kg of emissions reduced)	
Multi-modal Facilities	10%
Measure 1 - Multi-modal elements part of project & improve travel experience	
Measure 2 - Multi-modal connections - bike and ped connections	
Risk Assessment	5%
Measure - Risk Assessment Form	
Total	**100%**

Transit System Modernization

	% of Total Points
Role in the Regional Transportation System and Economy	10%
Measure 1 - Job Concentrations, Manufacturing, Education	
Measure 2 - Existing population w/in 1/4m bus stop or w/in 1/2m transitway	
Measure 3 - Transit routes directly connnected - ridership	
Usage	30%
Measure 1 - Cost effectiveness of project per total rider	
Measure 2 - Service (operating) cost effectiveness of project per new rider	
Equity	15%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Emissions Reduction	10%
Measure 1 - Cost effectiveness (project cost/vehicle delay reduced)	
Service and Customer Improvements	15%
Measure 1 - Percent reduction in passenger travel time	
Measure 2 - Percent reduction in operating & maintenance costs	
Measure 3 - Discuss how project improve transit service to users	
Multi-modal Facilities	10%
Measure 1 - Multi-modal elements part of project & improve travel experience	
Measure 2 - Multi-modal connections - bike and ped connections	
Risk Assessment	10%
Measure - Risk Assessment Form	
Total	**100%**

Transportation Demand Management (TDM)

	% of Total Points
Role in the Regional Transportation System and Economy	10%
Measure 1 - Job Concentrations, Manufacturing, Education	
Measure 2 - Existing regional transportation facilities and resources	
Usage	10%
Measure 1 - Cost effectiveness of project per user	
Equity	15%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Congestion Reduction/Air Quality	40%
Measure 1 - Describe congested roadways in project area	
Measure 2 - VMT reduced - MC staff calculate emissions reduced	
Innovation	20%
Measure 1 - Describe how project is innovative	
Measure 2 - Describe how project is new to area	
Risk Assessment	5%
Measure 1 - Describe technical capacity of applicant's organization	
Measure 2 - Describe how project will continue	
Measure 3 - Risk Assessment Form	
Total	**100%**

Multiuse Trails and Bicycle Facilities

	% of Total Points
Role in the Regional Transportation System and Economy	20%
Measure 1 - Identify location of project relative to RBTN	
Usage	20%
Measure 1 - Cost effectiveness per population and employment	
Equity	10%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Deficiencies and Safety	25%
Measure 1 - Select type of Critical Bicycle Transportation links completed	
Measure 2 - How project will correct deficiencies or address safety problem	
Multi-modal Facilities	10%
Measure 1 - Transit accommodations, improve travel experience	
Measure 2 - Transit routes connected	
Measure 3 - Bike/ped accommodations, improve travel exp. and safety	
Measure 4 - Bike and pedestrian connections	
Risk Assessment/Public Engagement	15%
Measure - Risk Assessment Form	
Total	**100%**

Pedestrian Facilities

	% of Total Points
Role in the Regional Transportation System and Economy	10%
Measure 1 - Job Concentrations, Manuracturing, Education	
Usage	20%
Measure 1 - Cost effectiveness per population and employment	
Equity	10%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Deficiencies and Safety	30%
Measure 1 - How project will overcome barriers, fill gaps, or connect system	
Measure 2 - How project will correct deficiencies or address safety problem	
Multi-modal Facilities	15%
Measure 1 - Transit accommodations, improve travel experience	
Measure 2 - Transit routes connected	
Measure 3 - Bike/ped accommodations, improve travel exp. and safety	
Measure 4 - Bike and pedestrian connections	
Risk Assessment	15%
Measure - Risk Assessment Form	
Total	**100%**

Safe Routes to School (SRTS) Infrastructure

	% of Total Points
Relationship between SRTS Program Elements	25%
Measure 1 - Describe how project addresses 5 Es of SRTS program	
Usage	20%
Measure 1 - Average share of student population that bikes or walks	
Measure 2 - Student population withing school's walkshed	
Equity	10%
Measure 1 - Benefits and Impacts	
Measure 2 - Housing Performance Score	
Deficiencies and Safety	25%
Measure 1 - How project will overcome barriers, fill gaps, or connect system	
Measure 2 - How project will correct deficiencies or address safety or security	
Multi-modal Facilities	
Measure 1 - Transit routes connected	5%
Risk Assessment/Public Engagement	15%
Measure 1 - Discuss public engagement process that will be used. SRTS Plan	
Measure 2 - Risk Assessment Form	
Total	**100%**

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

Updated July 8, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; deficiencies and safety; multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored relatively equal across the modal sub-categories while also addressing the particular attributes of the project type. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (200 Points; 20 Percent of Total Points) - This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy through its inclusion within or direct connection to the Regional Bicycle Transportation Network (RBTN), which is based on the Twin Cities Regional Bicycle System Study (2014). (**provide link to TPP**)

A. *MEASURE:* Identify the location of the project relative to the RBTN. A map of this bicycle network can be accessed with this link.

RESPONSE (Select one):

- Tier 1, Priority RBTN Corridor: ☐ (200 Points)
- Tier 2, RBTN Corridor: ☐ (160 Points)
- Direct connection to the RBTN (Tier 1 or Tier 2): ☐ (120 Points)

OR

- Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan: ☐ (20 Points)

2. Usage (200 Points; 20 Percent of Total Points) - This criterion quantifies the project's potential impact to existing population and employment. Metropolitan Council staff will calculate the cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost from previous sections.

A. *MEASURE:* Metropolitan Council staff will calculate the cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost.

- Cost Effectiveness = Total project cost/existing population within one mile of the project (100 Points)
- Cost Effectiveness = Total project cost/existing employment within one mile of the project (100 Points)

Note: Future population and employment data are not considered under this measure due to the lack of reliable data.

RESPONSE (Completed by Metropolitan Council staff):

3. Equity (100 Points; 10 Percent of Total Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (70 Points) (**provide link**)

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 70 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 56 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 42 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or other populations listed above: ☐ (0 to 28 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Points) (**provide link**)

RESPONSE (Completed by Metropolitan Council staff):

4. Deficiencies and Safety (250 Points; 25 Percent of Total Points) – This criterion addresses the project's ability to overcome barriers or system gaps through completion of a Critical Bicycle Transportation Link, as defined in the Twin Cities Regional Bicycle System Study (2014) (**provide link to TPP**). **Critical Bicycle Transportation Links** encompass several types of barriers that can disrupt the connectivity of the bicycle network and isolate communities and key destinations. Projects will also be scored on their ability to correct deficiencies and improve the overall safety of an existing or future multiuse trail or bicycle facility.

Note: Routine maintenance activities on a multiuse trail or bicycle facility are not eligible for funding. As defined by the FHWA, examples of routine maintenance activities include shrub and brush removal or minor drainage improvements. In order to be eligible for funding, reconstruction projects must be replacing a facility at the end of its useful life or include improvements to the facility (e.g., ADA, safety, other deficiencies). Resurfacing of a facility is eligible only if other improvements to the facility are also included in the proposed project.

A. *MEASURE:* Select the type of Critical Bicycle Transportation Link(s) completed by the project and discuss how the project will close a gap, cross or circumvent a physical barrier (i.e., bridge or tunnel), and/or improve continuity or connections between jurisdictions. The applicant should include barriers and gap improvements on the required project map. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed limit, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided, including the presence or absence of bicycle facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

RESPONSE (Check all that apply):

- **Closes a gap** (on or off the RBTN), including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists): ☐ (45 Points)

- **Provides a facility that crosses or circumvents a physical barrier** (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway: ☐ (45 Points)

- **Improves continuity and/or connections between jurisdictions** (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): ☐ (10 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by

the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of MnDOT TIS system data for the project length is highly encouraged. Applicants should request crash data from MnDOT as early as possible. Crashes involving vehicle conflicts should be reported for 2011-2013, and crashes involving bicyclists and pedestrians should be reported for 2009-2013. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. (150 Points)

RESPONSE (200 words or less):

5. Multimodal Facilities and Connections (100 Points; 10 Percent of Total Points) - This criterion measures how the project improves the travel experience for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

Multimodal Facilities

A. *MEASURE:* Describe the existing transit and pedestrian accommodations. Discuss any transit or pedestrian elements that are included as part of the project and how they improve the travel experience for users of these modes. Additionally, address how the proposed bikeway project safely integrates all modes of transportation (i.e., bicyclists, transit, pedestrians, and vehicles). Applicants should note if there is no transit service in the project area.

RESPONSE (200 words or less):

Transit Connections

B. *MEASURE:* List the transit routes directly connected to the project and the total number of routes indirectly connected within a one-mile radius of the project. Potential connections include transitway stations, high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**).

RESPONSE (List route numbers):

- Existing routes directly connected to the project: ____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: ____
- Existing routes indirectly connected within one mile of the project: ____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected within one mile of the project: ____

Pedestrian Connections

C. *MEASURE:* Identify the pedestrian connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

6. Risk Assessment (150 Points; 15 Percent of Total Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

A. *MEASURE:* Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).

RESPONSE (Complete Risk Assessment):

TOTAL: 1,000 POINTS

Roadway Expansion – Draft Prioritizing Criteria and Measures

Updated July 2, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; infrastructure age; congestion reduction/air quality; safety; multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored relatively equal across the modal sub-categories while also addressing the particular attributes of the project type.

For new roadway alignments, the applicant must conduct a corridor analysis comparing the parallel route(s) that will be affected by the project. Where applicable, the measure responses for the new alignment would be addressed by using the data for the parallel route(s), such as traffic volumes, crashes etc. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (200 Points; 20 Percent of Total Points)

– This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, serves heavy commercial traffic, and connects to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as defined in ThriveMSP 2040, as well as existing local activity centers.

A. *MEASURE:* Address how the project route fulfills its role in the regional economy as identified by its current functional classification. Respond as appropriate to one type of functional classification. (100 Points)

Reliever:

- Identify the hours per day the current volume exceeds the design capacity (i.e., congestion) in either direction on the Principal Arterial being relieved by the Reliever. For freeway facilities, the applicant should obtain data from the current MnDOT Metro Freeway Congestion Report (**provide link**). For non-freeway facilities, the applicant should obtain intersection turning movement or hourly volume data (within the last three years) directly from the MnDOT Metro Intersection Warrant Information website (**provide link**). The applicant also has the option to collect or use their own intersection turning movement or hourly volume data (within the last three years) for the non-freeway facility. The volume used for the Principal Arterial being relieved should be located within the parallel length of the project. To calculate existing conditions, the applicant must obtain the hourly directional traffic volumes on a weekday, and the current lane configurations. Design capacity calculations must be based on the definitions found in **Appendix A.**

RESPONSE (Calculation):

Expander:

- Calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides. Provide a map that illustrates and is consistent with the calculation of total area divided by the project length on both sides of the project.

RESPONSE (Calculation):

Augmentor:

- Calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides. Provide a map that illustrates and is consistent with the calculation of total area divided by the project length on both sides of the project.

RESPONSE (Calculation):

Non-Freeway Principal Arterial:

- Calculate the average distance between the project and the closest parallel Principal Arterials on both sides. Provide a map that illustrates and is consistent with the calculation of total area divided by the project length on both sides of the project.

RESPONSE (Calculation):

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (75 Points)

RESPONSE:

- Location:_____ Current daily heavy commercial traffic volume:_____

C. *MEASURE:* Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions as defined in ThriveMSP 2040 (**provide link**). (25 Points)

RESPONSE (Select all that apply):

- Direct connection to or within a mile of a Job Concentration: ☐ (25 Points)
- Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (25 Points)
- Direct connection to or within a mile of an Educational Institution:☐ (15 Points)
- Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan:☐ (15 Points)

2. Usage (200 Points; 20 Percent of Total Points) – This criterion quantifies the project's potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial.

A. *MEASURE:* Metropolitan Council staff will calculate the current daily person throughput at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (125 Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + current average annual daily transit ridership (2013)

RESPONSE (Completed by Metropolitan Council staff):

- Location:_____ Current AADT volume:_____

B. *MEASURE:* Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (75 Points)

RESPONSE (Completed by Metropolitan Council staff):

- Use Metropolitan Council model to determine forecast (2030) ADT volume ☐

OR

RESPONSE:

- Approved county or city travel demand model to determine forecast (2030) ADT volume ☐
- Forecast (2030) ADT volume : _____

3. Equity (50 Points; 5 Percent of Total Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (35 Points) (**provide link**)

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 35 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 28 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 21 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or other populations listed above: ☐ (0 to 14 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (15 Points) (**provide link**)

RESPONSE (Completed by Metropolitan Council staff):

4. Infrastructure Age (75 Points; 7.5 Percent of Total Points) – This criterion will assess the age and remaining useful life for the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility. Whereas, improvements to a recently reconstructed roadway does not display an efficient use of funds.

A. *MEASURE:* Identify the year of the roadway's construction or most recent reconstruction and end of the useful life for the roadway project. If the reconstruction date is used for the roadway, a full reconstruction must have been completed during the indicated year. Routine maintenance, such as an overlay or sealcoating project, is ineligible for this calculation of remaining useful life. The useful life for a roadway is 50 years.

RESPONSE:

- Date of roadway construction (year) : _____ End of useful life (year): _____

5. Congestion Reduction/Air Quality (150 Points; 15 Percent of Total Points) – This criterion measures the project's ability to reduce delay ~~congestion~~ along the roadway facility. It will also address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. This criterion will assess the project's cost effectiveness based on the total project cost and reduction in the total intersection delay. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

A. *MEASURE:* Conduct a capacity analysis at the most congested signalized intersection on the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro~~/SimTraffic~~ or Rodel (for roundabouts) software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak-hour delay at the intersection and the reduction in total peak-hour delay due to the project. The applicant should include the appropriate Synchro reports that support the improvement in total peak-hour delay and should conduct the analysis using the following:

- Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
- Optimize the intersection cycle length and splits
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing

The applicant must then calculate the cost per total peak-hour vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

- Cost Effectiveness = total project cost/total peak-hour vehicle delay reduced by the project

RESPONSE (Calculation):

B. *MEASURE:* Using the Synchro analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NO_X, VOC) due to the project. The applicant must then calculate the cost per total kilograms per peak hour reduced by the project improvement. The applicant should include the appropriate Synchro reports that support the improvement in total peak-hour emissions. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

- Cost Effectiveness = total project costs/total kilograms per peak hour reduced by the project

RESPONSE (Calculation):

6. Safety (150 Points; 15 Percent of Total Points) – This criterion addresses the project's ability to correct deficiencies and improve the overall safety of an existing or future roadway facility. It will assess the project's Benefit/Cost ratio.

A. *MEASURE:* Calculate the reduction in the total number of crashes due to improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP), which is found in **Appendix E**. (**provide link**) Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2011 through 2013. Crash data should include all crash types and severity, including pedestrian and bicycle crashes. Applicants should request crash data from MnDOT as early as possible. The applicant must then provide the resulting Benefit/Cost (B/C) ratio associated with the project improvement. The cost effectiveness calculation (B/C) must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

RESPONSE (Calculation):

- Project Benefit/Cost ratio : _____

7. Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (100 Points; 10 Percent of Total Points) – This criterion measures how the project provides a connection to or otherwise benefits transit facilities, multiuse trails, bicycle facilities and/or pedestrian facilities. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects. This criterion provides additional points for projects providing better accommodations for transit, or bicyclists and pedestrians.

Multimodal Facilities

A. *MEASURE:* Describe the existing bicycle, pedestrian, transit facilities and accommodations, discuss how the project improves the travel experience and safety/security for users of these modes and, if applicable, supports planned transitway stations. Examples of improvements can include, but are not limited to, construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from bicycle traffic through the installation of a buffer such as a boulevard, improving accessibility to transit stops, pedestrian countdown signals with crosswalks, curb extensions, protected intersections, pedestrian medians, traffic calming measures, installing bus stop amenities for passengers such as benches, public art, wayfinding, removing obstructions to create safe/open gathering spaces, and pedestrian-scale lighting. Applicants should note if there is no transit service in the project area. Different treatments are appropriate for different types of roadway conditions.

RESPONSE (200 words or less):

Transit Connections

B. *MEASURE:* List the transit routes directly connected to the project ~~and the total number of routes indirectly connected within a one-mile radius of the project~~. Potential connections include transitway stations, high-frequency express and local stations/stops, and other

non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**).

RESPONSE (List route numbers):

- Existing routes directly connected to the project:_____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project:_____
- ~~Existing routes indirectly connected within one mile to the project:_____ (____ Percent of Points)~~
- ~~Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected within one mile to the project:_____ (____ Percent of Points)~~

Bicycle and Pedestrian Connections

C. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted county or city plan or study. Applicants should also discuss any bicycle or pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

8. Risk Assessment (75 Points; 7.5 Percent of Total Points) – This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

A. *MEASURE:* Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).

RESPONSE (Complete Risk Assessment):

TOTAL: 1,000 POINTS

Transit Expansion – Prioritizing Criteria and Measures

Updated July 2, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; emissions reduction; multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored equally across the modal sub-categories while also addressing the particular attributes of the project type. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Total Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions, as defined in ThriveMSP 2040, local activity centers, population centers, and the project's ability to provide regional transit system connections (measured through the annual transit ridership of connecting transit routes).

A. *MEASURE:* Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions, as defined in ThriveMSP 2040 (**provide link**), as well as local activity centers. (33 Points)

RESPONSE (Select all that apply):

- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration: ☐ (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Center: ☐ (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution:☐ (33 Points)
- Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan:☐ (20 Points)

B. *MEASURE:* Identify existing population within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing population will be measured by summing the population located in the TAZ's that intersect the 1/4-mile or 1/2-mile buffers. (33 Points)

RESPONSE (Completed by Metropolitan Council staff):

C. *MEASURE:* List the transit routes directly connected to the planned project to help determine the annual transit ridership of these connecting routes. Potential connections include transitways stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will

provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**). (34 Points)

RESPONSE (List route numbers)

- Existing transit routes directly connected to the project: _____ (24 Points)
- Planned transitways (mode and alignment determined and identified in the 2030 TPP), directly connect to the project: _____ (10 Points)

2. Usage (350 Points; 35 Percent of Total Points) – This criterion quantifies the project's impact by estimating the annual transit ridership of the project to determine the overall cost-effectiveness per rider.

A. *MEASURE:* Calculate the cost effectiveness of the project per rider. Estimate the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. Total annual transit ridership will be used as an input to measure cost effectiveness. Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine total annual transit ridership. For entirely new transit service, the total annual ridership will be the same as the new annual ridership. (105 Points)

- Cost Effectiveness of Total Ridership = Total annual project cost / total annual transit ridership.

The total annual project cost consists of the annualized capital cost of the project added to the annual operating cost of the project. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life. Annualized project cost is the lump sum total project cost divided by the FTA "years of useful life" as listed below. If the project has two or more components with differing years of useful life, annualize the components (see examples below). If the project type is not listed below, use most similar project type or provide supporting documentation on useful life value used.

Project Type	Years of Useful Life
Operating funds	3
Passenger Automobile/Sedan/Minivan	4
Medium Duty Transit Buses	5
Heavy Duty Transit Buses	12
Over-the-Road Coach Buses	14
Park & Ride – Surface Lot	20
Park & Ride – Structured	50
Transit Center/Station/Platform	70
Transit Shelter	20
Light Rail Vehicles	25
Commuter Rail Vehicles	25
Land Purchase	100

- **Total annual operating and capital cost** _____

Express Routes

- Calculate the cost effectiveness of the project per total rider using the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant will use the ridership figures provided for an existing or planned facility.

RESPONSE (Calculation):

Transitways

- Calculate the cost effectiveness of the project per total rider using ridership estimates for the third year of service. Estimates will be based on forecast data (current year and 2030) for the transitway in a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

RESPONSE (Calculation):

Urban and Suburban Local Routes

- Calculate the cost effectiveness of the project per total rider using a peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants will use the most recent annual ridership figures that are available. To select the peer routes, the applicant will identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project.

RESPONSE (Calculation and 200 words or less):

B. *MEASURE:* Calculate the cost effectiveness of the project per new rider. Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine new annual transit ridership. (175 Points)

- Cost Effectiveness of New Ridership = Total annual project cost / new annual transit ridership.

The total annual project cost consists of the annualized capital cost of the project added to the annual operating cost of the project. The annualized project cost is derived from the FTA guidelines on useful life. Annualized project cost is the lump sum total project cost divided by the FTA "years of useful life" as listed below. If the project has two or more components with differing years of useful life, annualize the components (see examples

below). If the project type is not listed below, use most similar project type or provide supporting documentation on useful life value used.

Project Type	Years of Useful Life
Operating funds	3
Passenger Automobile/Sedan/Minivan	4
Medium Duty Transit Buses	5
Heavy Duty Transit Buses	12
Over-the-Road Coach Buses	14
Park & Ride – surface lot	20
Park & Ride – structured	50
Transit Center/Station/Platform	70
Transit Shelter	20
Light Rail Vehicles	25
Commuter Rail Vehicles	25
Land Purchase	100

- **Total annual operating and capital cost** _____

Express Routes

- Calculate the cost effectiveness of the project per new rider using the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant will use the ridership figures provided for an existing or planned facility.

RESPONSE (Calculation):

Transitways

- Calculate the cost effectiveness of the project per new rider using ridership estimates for the third year of service. Estimates will be based on forecast data (current year and 2030) for the transitway in a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

RESPONSE (Completed by Metropolitan Council staff):

Urban and Suburban Local Routes

- Calculate the cost effectiveness of the project per new rider using a peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants will use the most recent annual ridership figures that are available. To select the peer routes, the applicant will identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project.

RESPONSE (Calculation and 200 words or less):

C. *MEASURE:* Calculate the **Operating Cost Effectiveness** of the project. This measure is the new annual operating cost of the project per annual rider in the third year of service. Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine new annual transit ridership. (70 Points)

- Operating Cost Effectiveness = New annual operating cost of the project / new annual transit ridership

The new annual operating cost consists of the additional annual operating cost that will result from this project's implementation.

- **New annual operating cost** _____

Express Routes

- Calculate the cost effectiveness of the project per new rider using the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant will use the ridership figures provided for an existing or planned facility.

RESPONSE (Calculation):

Transitways

- Calculate the cost effectiveness of the project per new rider using ridership estimates for the third year of service. Estimates will be based on forecast data (current year and 2030) for the transitway in a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

RESPONSE (Completed by Metropolitan Council staff):

Urban and Suburban Local Routes

- Calculate the cost effectiveness of the project per new rider using a peer routes that are currently in service to develop a ridership estimate in the third year of service. Applicants will use the most recent annual ridership figures that are available. To select the peer routes, the applicant will identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project.

RESPONSE (Calculation and 200 words or less):

3. Equity (200 Points; 20 Percent of Total Points) -- This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (140 Points) (**provide link**)

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 140 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 112 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 84 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or other populations listed above: ☐ (0 to 56 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Points) (**provide link**)

RESPONSE (Completed by Metropolitan Council staff):

4. Emissions Reduction (200 Points; 20 Percent of Total Points) – This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_2, $PM_{2.5}$, and VOC emissions.

There are two methods to reduce CO, NO_x, CO_2, $PM_{2.5}$, and VOC emissions.

1. Reduce the total number of daily SOV trips
2. Reduce daily VMT

Applications for transit operating, vehicle or capital funds must calculate the benefit for the third year of service.

A. *MEASURE:* Calculate how the project will reduce will reduce CO, NO_x, CO_2, $PM_{2.5}$, and/or VOC due to the reduction in SOV trips or the reduction in VMT. After the applicant has provided these inputs, Metropolitan Council staff will apply an emissions factor to the VMT and SOV trip reduction to determine the total reduced emissions. Applicants must use either the total emissions output from the daily SOV trip reduction calculation or the daily VMT reduction calculation, depending which one produces a project a greater emissions reduction. (133 Points)

RESPONSE: (Calculation – Select One)

Daily SOV Trip Reduction

(New Daily Transit Riders multiplied by 2) divided by Average Auto Occupancy[1]

RESPONSE: _____

or

Daily VMT Reduction

(New Daily Transit Riders multiplied by 2) multiplied by Distance from Terminal to Terminal

RESPONSE: _____

B. *MEASURE:* Calculate the cost effectiveness of the project as it relates to emissions reduction. (67 Points)

- Cost Effectiveness = Total annual project cost / kilograms of emissions reduced per day

The total annual project cost can be calculated by adding the annualized capital cost and the annual operating costs for the third year of service.

RESPONSE (Calculation):

5. Multimodal Facilities (Roadway, Bicycle, and Pedestrian) and Connections (100 Points; 10 Percent of Total Points)

– This criterion measures project elements included in the project such as sidewalks that benefit other modes. It also assesses connections to the pedestrian and bicycle network, as well as how well the project serves pedestrian-friendly areas.

[1] Source: Metropolitan Council Regional Model

Multimodal Facilities

A. *MEASURE:* Discuss any multimodal elements that are included as part of the total project and how they improve the travel experience and safety/security of these other modes. Proposed multimodal improvements can include, but are not limited to multiuse trails, bicycle lockers, sidewalks, public art, wayfinding, street furniture, and pedestrian-scale lighting.

RESPONSE (200 words or less):

Multimodal Connections

B. *MEASURE:* Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. Applicants should also discuss any bicycle and pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the bicycle or pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

6. Risk Assessment (50 Points; 5 Percent of Total Points) -

This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment. The Risk Assessment only needs to be completed for construction projects. All other projects do not need to complete this form. Projects that only involve transit operating assistance will receive all possible points under this criterion if the project meets funding requirements.

Facility Projects:

A. *MEASURE:* Applications involving construction must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.)

RESPONSE (Completed Risk Assessment Checklist):

TOTAL: 1,000 POINTS