# ACTION TRANSMITTAL 2016-03

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| **DATE:** | January 12, 2016 |
| **TO:** | Transportation Advisory Board |
| **FROM:** | Technical Advisory Committee |
| **PREPARED BY:** | Joe Barbeau, Senior Planner (651-602-1705)<br>Steve Peterson, Planning Analyst (651-602-1819)<br>Elaine Koutsoukos, TAB Coordinator (651-602-1717) |
| **SUBJECT:** | 2016 Regional Solicitation Applications |
| **REQUESTED ACTION:** | Recommend the attached measures and scoring guidance for each application category for the 2016 Regional Solicitation |
| **RECOMMENDED MOTION:** | That TAB approve the attached measures and scoring guidance, as modified, for each application category for the 2016 Regional Solicitation, incorporating adjustments, as necessary, based upon Action Transmittal 2016-16 |

**BACKGROUND AND PURPOSE OF ACTION**: The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The Twin Cities Metropolitan Area selects projects for funding from two federal programs: Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The attached materials include the 10 application categories, criteria for each category, proposed measures for the criteria, and proposed scoring guidance for the 2016 Regional Solicitation. In the 2014 Regional Solicitation the scoring guidance was provided as a separate document to assist scorers and was not included in the application packet. For the 2016 Regional Solicitation, it is recommended that the scoring guidance be included in the application packet to give applicants more information regarding how projects will be evaluated.

Many measures have undergone minor technical adjustments while some measures have major changes proposed. All of the changes are shown in the attached materials. The major changes that TAB may want to focus its attention on are described below.

## CHANGES PROPOSED TO MEASURES

### Cost Effectiveness Measure

- Include a new Cost Effectiveness criterion and measure in each application category, which requires elimination of cost effectiveness from other criteria and measures. (The number of points added for the Cost Effectiveness criterion are part of Action Transmittal 2016-04). The proposed measure for the Cost Effectiveness criterion is: Total TAB-eligible costs, excluding the cost of noise walls, divided by total points (as shown on page 24).

**Roadway Application Measures**

- In all the Roadway applications, replace the measure "connection to areas of jobs, manufacturing/distribution centers, and educational institutions" with "connection to total jobs, manufacturing/distribution jobs, and students" (measure 1C, pages 8, 28, 47, and 63)
- In all the Roadway applications, consolidate and simplify the Multimodal Facilities from two measures to one and add freight as a multimodal component (measures 7A/5A, pages 21, 42, 56, and 70)
- In the Roadway Expansion and Roadway Reconstruction/Modernization applications, adjust measures to help railroad crossing projects be competitive:
    - Measures 5A and 5B: provide an alternate calculation methodology to account for delay caused by trains in the congestion reduction and the emissions measures (pages 15/16 and 36/37)
    - Measure 6A: calculates a separate safety score (pages 19 and 40)
- In all the Roadway applications, under the Risk Assessment criterion, change the allocation of points among risk factors for interchange projects to provide points if the project has gone through the MnDOT/Metropolitan Council Interchange Request process
- For the Roadway Expansion application only, add guidance for new roadways on how to respond to several measures including:
    - Measure 1B: Daily heavy commercial traffic (page 8)
    - Measure 2A: Current daily person throughput (page 10)
    - Measure 4A: Year of original construction (page 14)
    - Measure 5A: Vehicle delay reduction (page 15)
    - Measure 5B: Emissions reduction (page 16)
    - Measure 6A: Crash reduction (page 19)
- For the Roadway Reconstruction/Modernization application category only, add specific deficiencies for applicants to address under the Deficiencies measure (Measure 4B, page 34)

**Transit Expansion and Modernization Application Measures**

- Allow transit applicants to provide letters from employers or educational institutions committing to provide last-mile shuttle service, resulting in expanded transit stop geography (Measure 1A, pages 75 and 91)
- Replace average daily transit routes with number of weekday transit trips (Measure 1C, pages 77 and 92)
- Focus the Transit Expansion Usage measure on new riders and the Transit System Modernization Usage measure on existing riders. (Measure 2A, pages 78 and 94)
- Consolidate and simplify the Multimodal measures (Measure 5A, pages 87 and 101)
- Remove measure 1B which included population, which is reflected in measure 2A ridership. The change removes double counting of population and makes the measures under criteria 1 and 2 similar to criteria 1 and 2 in the Roadway applications.

**Innovative Travel Demand Management Application Measures**

- Eliminate the auto-generated responses provided by the mapping tool for connection to areas of job concentration, educational institutions, and manufacturing/distribution centers. The entire "Role in the Regional Transportation System" criterion is proposed to use one measure requiring the applicant to better explain how the project provides benefits to specific concentrated areas. (Measure 1A, page 107)
- Adjust the socio-economic equity measure to remove focus from the geographic concentrations from the auto-generated responses provided by the mapping tool and require the applicant to better explain how the project provides benefits to specific concentrated areas. (Measure 3A, page 109)

- Combine the two measures within the Innovation criterion into one measure; new policy, program, or strategy had been in a separate measure from expanded geography (Measure 5A, page 113)
- Eliminate the requirement to fill out the Risk Assessment form (Measure 6A (eliminated), page 114). The Risk Assessment Form is used for capital projects only. TDM projects typically are not capital projects and receive the full points for the measure.

**Multiuse Trails and Bicycle Facilities Application Measures**

- Combine closing a gap and circumventing a barrier into one measure (Measure 4A, page 122)
- Consolidate and simplify the Multimodal measure (Measure 5A, page 125)

**Pedestrian Facilities Application Measures**

- Replace connection to areas of job concentration, educational institutions, and manufacturing/distribution centers with employment and post-secondary enrollment counts (Measure 1A, page 129)
- Eliminate employment from the Usage measure because it is included in Measure 1A (Measure 2A, page 131)
- Combine closing a gap and circumventing a barrier into one measure (Measure 4A, page 134)
- Consolidate and simplify the Multimodal measure (Measure 5A, page 136)

**Safe Routes to School Measures**

- Add public transit users to the count of students that bike or walk (Measure 2A, page 142), thereby eliminating the need for the separate Multimodal Facilities criteria and measures

**RELATIONSHIP TO REGIONAL POLICY:** TAB develops and issues a Regional Solicitation for federal funding.

**COMMITTEE COMMENTS AND ACTION:**

Funding & Programming Committee – reviewed the recommended changes to the application measures as prepared from previous committee discussions at the October and November Funding & Programming Committee meetings. F&PC made recommendations on specific measures and requested that staff conduct additional research for the congestion, reduction, emissions, and safety measures for railroad crossing projects and additional guidance for new roadways for responding to measures and to bring the information to TAC for consideration.

F&PC recommended to TAC modified measures and scoring guidance for each application category for the 2016 Regional Solicitation.

Technical Advisory Committee – reviewed the modifications recommended by F&PC and added the following recommendations based on additional information provided:

- In the Roadway Expansion and Roadway Reconstruction/Modernization applications, adjust measures to help railroad crossing projects be competitive in the congestion reduction, emissions, and safety measures (pages 15-20 and 36-41).
- For the Roadway Expansion application only, add guidance for new roadways on how to respond to several measures (pages 8, 10-11, 14-17, and 19)

TAC recommends the attached measures and scoring guidance, as modified, for each application category for the 2016 Regional Solicitation.

## ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|---|---|---|
| TAC Funding & Programming | Review & Recommend | December 17, 2015 |
| Technical Advisory Committee | Review & Recommend | January 6, 2016 |
| Transportation Advisory Board | Review & Approve | |



4

# Roadway Expansion – Prioritizing Criteria and Measures

~~September 26, 2014~~January 6, 2016

~~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 (175 Points~~; 17.5 Percent of Total Points~~) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, 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 employment and manufacturing/distribution-related employment.~~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~~ transportation system as identified by its current functional classification. Respond as appropriate to one type of functional classification. (90 Points)

**For Expander, Augmentor, or Non-Freeway Principal Arterial Projects Only:**

Metropolitan Council staff will use the "Roadway Area Definition" map generated at the beginning of the application process. To ensure consistency of methodology between applicants, Metropolitan Council staff will calculate the average distance between the project and the closest parallel A-Minor Arterials or Principal Arterials on both sides of the project given the project description included by the applicant.

*RESPONSE (Calculation):*

- *Metropolitan Council staff will calculate the response*

**For Reliever Projects Only:**

For A-Minor Arterial Relievers, the measure will analyze the level of congestion on the parallel Principal Arterial to determine the importance of the Reliever. Identify the hours per day the current volume exceeds the design capacity on the Principal Arterial being relieved by the Reliever.

- If the Reliever is relieving a Principal Arterial that is a freeway facility, the applicant should obtain data from the current MnDOT Metro Freeway Congestion Report.
- ~~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.~~ If the Reliever is relieving a Principal Arterial that is a non-freeway facility~~For freeway facilities, the applicant should obtain data from the current MnDOT Metro Freeway Congestion Report. 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. If data is unavailable on the website, the applicant should 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.

For the design capacity calculations, the applicant must use Metropolitan Council definition below:

**Design Capacity**
The assumed maximum number of vehicles per lane which pass any given point in an hour on an average day during normal operating conditions. For the purposes of responding to criteria in this solicitation packet, the following capacities shall be used:

- Expressway through lane - 800 vehicles per hour;
- Arterial through lane - 600 vehicles per hour;
- Left-turn lane - 300 vehicles per hour;
- Right-turn lane - 200 vehicles per hour;
- Dedicated bike lane or joint use trail - 60 vehicles per hour.

*RESPONSE (Calculation):*

SCORING GUIDANCE (80 Points)
Expanders, Augmentors, and Non-Freeway Principal Arterials: The applicant with the furthest average distance from the closest parallel A-Minor Arterials or Principal Arterials on both sides will receive the full points. The furthest average distance will be considered separately for Expanders, Augmentors, and Non-Freeway Principal Arterials.

Relievers: The applicant with the highest number of hours per day in which current capacity exceeds the design capacity on the Principal Arterial will receive the full points. Remaining Reliever projects will receive a proportionate share of the full points, calculated as described above.

Four projects (one each for Augmentor, Expander, Reliever, and Non-Freeway Principal Arterial) may receive the full points. Remaining projects will receive a proportionate share of the full points (awarded to the top score in the appropriate functional classification). For example, if the Expander being scored had a distance of 8 miles and the top Expander project had an average distance of 10 miles, this applicant would receive (8/10)*80 points or 64 points. Metropolitan Council staff will provide average distance data for all Augmentor, Expander, and Non-Freeway Principal Arterial projects to ensure consistency of methodology between applications.

~~*RESPONSE (Calculation):*~~

~~**Expander:**~~

- ~~Reference the "Roadway Area Definition" map generated at the beginning of the application process. Report the total area and project length, as depicted on the "Roadway Area Definition" map, to calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides of the project.~~

  ~~Upload the "Roadway Area Definition" map used for this measure.~~

~~*RESPONSE (Calculation):*~~

~~**Augmentor:**~~

- ~~Reference the "Roadway Area Definition" map generated at the beginning of the application process. Report the total area and project length, as depicted on the "Roadway Area Definition" map, to calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides of the project.~~

  ~~Upload the "Roadway Area Definition" map used for this measure.~~

~~*RESPONSE (Calculation):*~~

~~**Non-Freeway Principal Arterial:**~~

- ~~Reference the "Roadway Area Definition" map generated at the beginning of the application process. Report the total area and project length, as depicted on the "Roadway Area Definition" map, to calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides of the project.~~

  ~~Upload the "Roadway Area Definition" map used for this measure.~~

~~*RESPONSE (Calculation):*~~

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location along the ~~"~~A~~"~~ - Minor Arterial or Non-Freeway Principal Arterial's project length. It is required that an actual count~~s~~ is~~are~~ collected or available data from within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires. (65 Points)

*RESPONSE:*

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

SCORING GUIDANCE (65 Points)
The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive (750/1,000)*65 points, or 48 points.

C. *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing population, employment and manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the "Regional Economy" map. ~~Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area~~. (~~20~~ 30 Points)

Upload the "Regional Economy" map used for this measure.

~~*RESPONSE (Select all that apply, based on the "Regional Economy" map):*~~

- ~~Direct connection to or within a mile of a Job Concentration: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (20 Points)~~
- ~~Direct connection to or within a mile of an Educational Institution:☐ (12 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:☐ (12 Points)~~

*RESPONSE (Data from the "Regional Economy" map~~county or city plan reference; 100 words or less~~):*

- Existing Employment within 1 Mile:_____(Maximum of 30 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile:_____ (Maximum of 30 points)
- Existing Students:_____(Maximum of 18 points)

SCORING GUIDANCE (30 Points)
All Census block groups that are included within or intersect the buffer area around the project will be included.

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*30 points or 20 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure. For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive (1,000/1,500)*30 points or 20 points.

The applicant with the highest number of students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*18 points or 12 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of 30 points.

Note: Due to the use of multiple sub-measures, two applicants will receive the full 30 points.

## 2. Usage (175 Points~~; 17.5 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 and existing transit routes that travel on the road. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (110 Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2013~~2015)

- For new roadways, identify the estimated existing daily traffic volume based on traffic modeling.

*RESPONSE:*

- Location:_____
- Current AADT volume:_____
- Existing Transit Routes on the Project:_____
- Transit routes that will likely be diverted to a new roadway:_____

SCORING GUIDANCE (110 Points)
The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project within the same functional classification had a daily person throughput of 1,500 vehicles, this applicant would receive (1,000/1,500)*110 points or 73 points.

*B.* *MEASURE:* Provide the forecast (~~2030~~2040) 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~~2040) 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. (65 Points)

- For new roadways, identify the forecast daily traffic volume if this information is available. If not available, then identify the forecast volumes that will be relocated from any parallel roadway(s) to the new roadway.

*RESPONSE:*

- Use Metropolitan Council model to determine forecast (~~2030~~2040) ADT volume☐

*OR*

*RESPONSE:*

- Approved county or city travel demand model to determine forecast (~~2030~~2040) ADT volume☐
- Forecast (~~2030~~2040) ADT volume : _____

SCORING GUIDANCE (65 Points)
The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive (28,000/32,000)*65 points or 57 points.

## 3. Equity and Housing Performance (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:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. 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. (30 Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project located in ~~Racially Concentrated Area of Poverty~~Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ☐ (0 to 30 Points)
- Project located in Area of Concentrated Poverty: ☐ (0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 12 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words~~200 words or less~~):*

SCORING GUIDANCE (30 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups. Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 30 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 30 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive (10/20)*30 points or 15 points.

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. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. 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. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Length of Segment within City/Township:

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive (55/90)*70 points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Infrastructure Age (75 Points~~; 7.5 Percent of Total Points~~) – This criterion will assess the age of the roadway facility ~~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 original construction or most recent reconstruction. 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 does not constitute a reconstruction and should not be used to determine the infrastructure age.~~, is ineligible for this calculation of remaining useful life. The useful life for a roadway is 50 years.~~

*RESPONSE:*

- Year of original roadway construction or most recent reconstruction: _____
- Explanation (if needed): _____

SCORING GUIDANCE (75 Points)
The applicant with the oldest roadway will receive full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored was constructed 41 years ago and the oldest project was constructed 48 years ago, this applicant would receive (41/48)*75 points or 64 points.

Note: Because of the reporting of year of construction, it is possible for multiple projects to receive the full allotment of 75 points.

## 5. Congestion Reduction/Air Quality (150 Points~~; 15 Percent of Total Points~~) – This criterion measures the project's ability to reduce intersection delay ~~along the roadway facility. It will also address its ability to improve congested intersections operating at unacceptable levels of service~~and emissions during peak hour conditions. ~~This criterion will assess the project's cost effectiveness based on the total project cost and reduction in the total peak hour 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 one or more of the intersections (or rail crossings) being improved by~~the most congested signalized or roundabout 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 Synchro or HCM 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 one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection (or rail crossing) can be can added together to determine the total delay reduced by the project.~~intersection delay and the reduction in total peak hour intersection delay in seconds due to the project.~~ (100 Points)

- For new roadways, identify the key intersection(s) on any parallel roadway(s) that will experience reduced delay as a result of traffic diverting to the new roadway. If more than one intersection is examined, then the delay reduced by each intersection can be can added together.
- For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the a.m. or p.m. peak hour to determine the total peak hour delay reduced by the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.

The applicant should include the appropriate Synchro or HCM full reports (including the Timing Page Report) ~~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
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals)
- 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
- Roadway lengths for intersection approaches must be the same length for before and after scenarios

- Total Peak Hour Delay Reduced (Seconds) = Total Peak Hour Delay/Vehicle x Vehicles Per Hour

~~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):*

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle):_____
- Volume (Vehicles Per Hour):_____
- Total Peak Hour Delay Reduced by the Project (Seconds):_____
- *EXPLANATION of methodology used to calculate railroad crossing delay, if applicable (Limit 1,400 characters; approximately 200 words):*~~Total Project Cost:_____~~
- ~~Total Peak Hour Vehicle Delay Without the Project:_____~~
- ~~Total Peak Hour Vehicle Delay With the Project:_____~~
- ~~Total Peak Hour Vehicle Delay Reduced by the Project:_____~~
- ~~Cost Effectiveness:_____~~

SCORING GUIDANCE (100 Points)
The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive (5,000/25,000)*100 points, or 20 points.

B. *MEASURE:* Using the Synchro or HCM 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 peak hour kilograms reduced by the project improvement. The applicant should include the appropriate Synchro or full HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be can added together to determine the total emissions reduced by the project.~~should include the appropriate Synchro or HCM 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.~~ (50 Points)

**Roadway projects that do not include railroad grade-separation elements:**

- For new roadways, identify the key intersection(s) on any parallel roadway(s) that will experience reduced emissions as a result of traffic diverting to the new roadway. If more than one intersection is examined, then the emissions reduced by each intersection can be can added together.

- Total Peak Hour Emissions Reduced (Kilograms)= Total Peak Hour Emissions Reduced/Vehicle x Vehicles Per Hour

- ~~Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project~~

*RESPONSE (Calculation):*

- Total (CO, $NO_X$, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms):_____
- Total (CO, $NO_X$, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms):_____
- Total (CO, $NO_X$, and VOC) Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms):_____
- Volume (Vehicles Per Hour):_____
- Total (CO, $NO_X$, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ ~~Total Project Cost:_____~~
- ~~Total Peak Hour Kilograms Reduced by the Project:_____~~
- ~~Cost Effectiveness:_____~~

**Roadway projects that include railroad grade-separation elements:**

- For roadway projects that include a railroad crossing, the applicant needs to input four variables before and after the project to determine the change in emissions. Those variables include: speed, vehicle mile traveled, delay, and total vehicle stops. The applicant needs to conduct fieldwork during either the a.m. or p.m. peak hour to determine the existing conditions and then detail any assumptions used for conditions after the project is built. The variables will be used in the exact same equation used within the software program (i.e., Synchro) required of the other project types. Therefore, the approach to calculate the kilograms emissions reduced for railroad grade-separation projects will be comparable to intersection improvement projects.

*CO = F * 0.0699 kg/gallon*
*$NO_X$ = F * 0.0136 kg/gallon*
*VOC = F * 0.0162 kg/gallon*

*F = Fuel consumption in gallons*

*F = Total Travel * k1 + Total Delay * k2 + Stops * k3*
*K1 = 0.075283-0.0015892 * Speed + 0.000015066 * Speed$^2$*
*K2 = 0.7329*
*K3 = 0.0000061411 * Speed$^2$*
*Speed = cruise speed in miles per hour*
*Total Travel = vehicle miles traveled*
*Total Delay = total delay in hours*
*Stops = total stops in vehicles per hour*

*RESPONSE (Calculation):*

- Cruise speed in miles per hour without the project:_____
- Vehicle miles traveled without the project:_____
- Total delay in hours without the project:_____
- Total stops in vehicles per hour without the project:_____

- Cruise speed in miles per hour with the project:_____
- Vehicle miles traveled with the project:_____
- Total delay in hours with the project:_____
- Total stops in vehicles per hour with the project:_____

Automatically Provides Emissions Reduced:

- Total (CO, $NO_X$, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____
- *EXPLANATION of methodology and assumptions used (Limit 1,400 characters; approximately 200 words):*

SCORING GUIDANCE (50 Points)
The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*50 points or 30 points.

**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 monetized safety benefits~~Benefit/Cost ratio~~.

A. *MEASURE:* Respond as appropriate to one of the two project types below. (150 Points

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). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2011~~ 2013 through ~~2013~~2015. 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 attach a listing of the crashes reduced and~~provide~~ the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project. As part of the response, please detail the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: http://www.cmfclearinghouse.org/~~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~~.

1. For new roadways, identify the parallel roadway(s) from which traffic will be diverted to the new roadway.
2. Using the crash data for 2013-2015, calculate the existing crash rate for the parallel roadway(s) identified in Step 1.
3. Identify the daily traffic volume that will be relocated from the parallel roadway(s) to the new roadway.
4. Calculate the number of crashes on the parallel roadway(s) using the existing crash rate from Step 2 and the relocated traffic volume to determine the change in number of crashes due to the relocated traffic volume. For instance, if 5,000 vehicles are expected to relocate from the existing parallel roadway to the new roadway, calculate the number of crashes related to the 5,000 vehicles.
5. Identify the average crash rate for the new roadway using MnDOT's average crash rates by roadway type. Using the average crash rate for the new roadway, calculate the number of crashes related to the relocated traffic (i.e., the 5,000 vehicles).
6. Calculate the crash reduction factor using the existing number of crashes on the existing parallel roadway (Step 4) compared to the estimated crashes calculated for the new roadway (Step 5), due to the relocated traffic volume (i.e., the 5,000 vehicles).
7. The calculated crash reduction factor should be used in the HSIP B/C worksheet.
8. Upload additional documentation materials into the "Other Attachments" Form in the online application.

*RESPONSE (Calculation):*

- Crash Modification Factors Used:_____
- Rationale for Crash Modifications Selected (*Limit 1,400 characters; approximately 200 words)*:_____
- Project Benefit ($) from B/C ratio:_____ ~~Project Benefit/Cost ratio :_____~~

**Roadway projects that include railroad grade-separation elements:**

Since the number of observed crashes at an existing at-grade railroad crossing is small compared to an intersection, this measure will assess crash risk exposure that exists in order to compare projects. As a proactive safety measure, railroad grade-separation projects eliminate the crash risk exposure.

- Crash Risk Exposure Eliminated = current average annual daily traffic volume x average number of daily trains at the at-grade crossing

*RESPONSE (Calculation):*

- Current AADT volume:_____
- Average daily trains:_____
- Crash Risk Exposure eliminated:_____

SCORING GUIDANCE (150 Points)
This measure will be considered separately for projects that do and do not include a railroad grade-separation project. As a result, two projects (one project without a railroad grade-separation project and one with a railroad grade-separation project) may receive the full points.

For projects that do not include a grade-separation project, the applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of $11,000,000 and the top project had safety benefits of $16,000,000, this applicant would receive (11,000,000/16,000,000)*150 points or 103 points.

For railroad grade-separation projects, the applicant with the highest crash risk exposure eliminated due to the project will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored reduced 11,000 exposures and the top project reduced 16,000 exposures this applicant would receive (11,000 /16,000)*150 points or 103 points.

## 7. Multimodal ~~Facilities~~ Elements and Connections (~~100~~ 75 Points~~; 10 Percent of Total Points~~) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation~~,~~ and ~~provides strong connections, and~~ addresses the safe integration of these modes. 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.

~~**Multimodal Connections (50 Points)**~~

~~**Transit Connections**~~

~~A. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Potential connections include transitway 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.~~

~~Upload the "Transit Connectivity" map used for this measure.~~

~~**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.~~

~~*RESPONSE (Data from the "Transit Connectivity" map):*~~

- ~~Existing routes directly connected to the project:_____~~
- ~~Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project:_____~~

~~**Bicycle and Pedestrian Connections**~~

~~B. *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 (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 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):*~~ _____

~~**Multimodal Facilities (50 Points)**~~

A. *MEASURE:* Discuss any bicycle, pedestrian~~, or~~, transit, or freight elements that are included as part of the project and how they improve the travel experience, safety, and

security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Freight elements could be project elements such as adding paved shoulders, wider shoulders, acceleration lanes, or longer turning lanes added specifically to accommodate freight movements.

Also, describe the existing bicycle, pedestrian, ~~and~~ transit, or freight connections ~~accommodations~~. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., vehicles, trucks, bicyclists, transit, and pedestrians) and, if applicable, supports planned transitway stations. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).

*RESPONSE (Limit 2, 800 characters; approximately 400 words~~200 words or less~~):*

SCORING GUIDANCE (75 Points)
The project with the most comprehensive multimodal elements included as part of the project will receive the full points. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.

## 8. Risk Assessment (~~75~~ 100 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):*

SCORING GUIDANCE (100 Points)
The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*100 points or 57 points.

**9. Cost Effectiveness (100 Points)** – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria.

A. *MEASURE: Calculate the cost* effectiveness *of the project.* Metropolitan Council staff will divide the TAB-eligible project cost (not including noise walls) by the total number of points awarded in the previous criteria (1-8).

- Cost effectiveness = total TAB-eligible project cost (not including noise walls)/total number of points awarded in previous criteria (1-8)

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Project Cost (entered in Project Cost Form):_____

SCORING GUIDANCE (100 Points)
The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points for 50 points.

**TOTAL: ~~1,000~~1,100 POINTS**

# Roadway Reconstruction/Modernization – Prioritizing Criteria and Measures

~~September 26, 2014~~January 7, 2016

~~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/condition; 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. Please answer the following questions:~~

## 1. Role in the Regional Transportation System and Economy (175 Points~~; 17.5 Percent of Total Points~~) –

Tying regional policy (Thrive MSP2040) to the Regional Solicitation, 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 employment and manufacturing/distribution-related employment.~~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 regional centers of jobs and activity.~~

A. *MEASURE:* Address how the project route fulfills its role in the regional ~~economy~~ transportation system as identified by its current functional classification. Respond as appropriate to one type of functional classification. (90 Points)

**For Expander/Augmentor/Connector/Non-Freeway Principal Arterial Projects Only:**

Metropolitan Council staff will use the "Roadway Area Definition" map generated at the beginning of the application process. To ensure consistency of methodology between applicants, Metropolitan Council staff will calculate the average distance between the project and the closest parallel A-Minor Arterials or Principal Arterials on both sides of the project given the project description included by the applicant.

*RESPONSE (Calculation):*

- *Metropolitan Council staff will calculate the response*

**For Reliever Projects Only:**

For A-Minor Arterial Relievers, the measure will analyze the level of congestion on the parallel Principal Arterial to determine the importance of the Reliever. Identify the hours per day the current volume exceeds the design capacity on the Principal Arterial being relieved by the Reliever.

- If the Reliever is relieving a Principal Arterial that is a freeway facility, the applicant should obtain data from the current MnDOT Metro Freeway Congestion Report.

- ~~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. For non-freeway facilities,~~ If the Reliever is relieving a Principal Arterial that is a non-freeway ~~the~~facility, 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. If data is unavailable on the website, the applicant should 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.

For the design capacity calculations, the applicant must use Metropolitan Council definition below:

**Design Capacity**
The assumed maximum number of vehicles per lane which pass any given point in an hour on an average day during normal operating conditions. For the purposes of responding to criteria in this solicitation packet, the following capacities shall be used:

- Expressway through lane - 800 vehicles per hour;
- Arterial through lane - 600 vehicles per hour;
- Left-turn lane - 300 vehicles per hour;
- Right-turn lane - 200 vehicles per hour;
- Dedicated bike lane or joint use trail - 60 vehicles per hour.

*RESPONSE (Calculation):*

SCORING GUIDANCE (80 Points)
Expanders, Augmentors, Connectors, and Non-Freeway Principal Arterials: The applicant with the furthest average distance from the closest parallel A-Minor Arterials or Principal Arterials on both sides will receive the full points. The furthest average distance will be considered separately for Expanders, Augmentors, Connectors, and Non-Freeway Principal Arterials.

Relievers: The applicant with the highest number of hours per day in which current capacity exceeds the design capacity on the Principal Arterial will receive the full points. Remaining Reliever projects will receive a proportionate share of the full points, calculated as described above.

Five projects (one each for Augmentor, Connector, Expander, Reliever, and Non-Freeway Principal Arterial) may receive the full points. Remaining projects will receive a proportionate share of the full points (awarded to the top score in its functional classification). For example, if the Expander being scored had a distance of 8 miles and the top Expander project had an average distance of 10 miles, this applicant would receive (8/10)*90 points or 72 points. Metropolitan Council staff will provide average distance data for all Augmentor, Expander, Connector and Non-Freeway Principal Arterial projects to ensure consistency of methodology between applications.

**~~Expander:~~**

- ~~Reference the "Roadway Area Definition" map generated at the beginning of the application process. Report the total area and project length, as depicted on the "Roadway Area Definition" map, to calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides of the project.~~

  ~~Upload the "Roadway Area Definition" map used for this measure.~~

~~*RESPONSE (Calculation):*~~

**~~Connector:~~**

- ~~Reference the "Roadway Area Definition" map generated at the beginning of the application process. Report the total area and project length, as depicted on the "Roadway Area Definition" map, to calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides of the project.~~

  ~~Upload the "Roadway Area Definition" map used for this measure.~~

~~*RESPONSE (Calculation):*~~

**~~Augmentor:~~**

- ~~Reference the "Roadway Area Definition" map generated at the beginning of the application process. Report the total area and project length, as depicted on the "Roadway Area Definition" map, to calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides of the project.~~

  ~~Upload the "Roadway Area Definition" map used for this measure.~~

~~*RESPONSE (Calculation):*~~

**~~Non-Freeway Principal Arterial:~~**

- ~~Reference the "Roadway Area Definition" map generated at the beginning of the application process. Report the total area and project length, as depicted on the "Roadway Area Definition" map, to calculate the average distance between the project and the closest parallel Principal Arterials on both sides of the project.~~

  ~~Upload the "Roadway Area Definition" map used for this measure.~~

~~*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 (from the city, county or MnDOT) within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires. (65 Points)

*RESPONSE:*

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

SCORING GUIDANCE (65 Points)
The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportionate share of the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive (750/1,000)*65 points, or 48 points.

C. *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing population, employment and manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the "Regional Economy" map. ~~Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area~~. (~~20~~ 30 Points)

Upload the "Regional Economy" map used for this measure.

~~*RESPONSE (Select all that apply, based on the "Regional Economy" map):*~~

- ~~Direct connection to or within a mile of a Job Concentration: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of a Manufacturing/Distribution Location: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of an Educational Institution: ☐ (12 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: ☐ (20 Points)~~

*RESPONSE (Data from the "Regional Economy" map~~*county or city plan reference; 100 words or less*~~*):*

- Existing Employment within 1 Mile: _____ (Maximum of 30 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____ (Maximum of 30 points)
- Existing Students: _____ (Maximum of 18 points)

SCORING GUIDANCE (30 Points)
All Census block groups that are included within or intersect the buffer area around the project will be included.

The applicant with the highest employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*30 points or 13 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (30). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive (1,000/1,500)*30 points or 13 points.

The applicant with the highest number of students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*18 points or 12 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of 30 points.

Note: Due to the use of multiple sub-measures, two applicants will receive the full 30 points.

## 2. Usage (175 Points~~; 17.5 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. (110 Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2013~~2015)

*RESPONSE:*

- Location:_____
- Current AADT volume:_____
- Existing Transit Routes on the Project:_____

SCORING GUIDANCE (110 Points)
The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project within the same functional classification had a daily person throughput of 1,500 vehicles, this applicant would receive (1,000/1,500)*110 points or 73 points.

*B.* *MEASURE:* Provide the forecast (~~2030~~2040) 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~~2040) 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. (65 Points)

*RESPONSE:*

- Use Metropolitan Council model to determine forecast (~~2030~~2040) ADT volume☐

*OR*

*RESPONSE:*

- Approved county or city travel demand model to determine forecast (2030) ADT volume☐
- Forecast (~~2030~~2040) ADT volume : _____

- 

SCORING GUIDANCE (65 Points)
The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive (28,000/32,000)*65 points or 57 points.

## 3. Equity and Housing Performance (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:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. 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. (30 Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ~~Racially Concentrated Area of Poverty:~~ ☐ (0 to 30 Points)
- Project located in Area of Concentrated Poverty: ☐ (0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 12 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words ~~200 words or less~~):*

SCORING GUIDANCE (30 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area define above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 30 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 30 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive (10/20)*30 points or 15 points.

*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. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. 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. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Length of Segment within City/Township:

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive (55/90)*70 points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Infrastructure Age~~/Condition~~ (150 Points~~; 15 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 original construction or most recent reconstruction. 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.~~ (50 Points)

*RESPONSE:*

- Year of original roadway construction or most recent reconstruction: _____
- Explanation (if needed): _____

SCORING GUIDANCE (50 Points)
The applicant with the oldest roadway will receive full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored was constructed 41 years ago and the oldest project was constructed 48 years ago, this applicant would receive (41/48)*50 points or 43 points.

Note: Because of the reporting of year of construction, it is possible for multiple projects to receive the full allotment of 50 points.

B. *MEASURE:* Select the geometric, structural, or infrastructure deficiencies listed below that will be improved as part of this project, as reflected in the project cost estimate. ~~List or describe any known geometric, structural, or infrastructure deficiencies that will be improved as part of this project, as reflected in the project cost estimate. These could include underground, above ground, or other innovative improvements. Examples include, but are not limited to, adding new or replacing aged municipal utilities; addressing a known flooding problem or replacing an aged drainage system; improving roadway structural capacity to 10-ton limit; adding new or widening existing shoulders to enhance safety; and improving clear zone or sight lines at key locations.~~ (100 Points)

*RESPONSE (Select all that apply. If "other" is selected, please identify the proposed improvement~~200 words or less~~):*

- Improving a non-10-ton roadway to a 10-ton roadway: ☐ 0-15 pts
  - *RESPONSE (Limit 700 characters; approximately 100 words):*
- Improved clear zones or sight lines: ☐ 0-10 pts
  - *RESPONSE (Limit 700 characters; approximately 100 words)*
- Improved roadway geometrics: ☐ 0-15 pts
  - *RESPONSE (Limit 700 characters; approximately 100 words)*
- Access management enhancements: ☐ 0-20 pts
  - *RESPONSE (Limit 700 characters; approximately 100 words)*
- Vertical/horizontal alignments improvements: ☐ 0-10 pts

- *RESPONSE (Limit 700 characters; approximately 100 words)*

- Improved stormwater mitigation: ☐ 0-10 pts
  - *RESPONSE (Limit 700 characters; approximately 100 words)*
- Signals/lighting upgrades: ☐ 0-10 pts
  - *RESPONSE (Limit 700 characters; approximately 100 words)*
- *Other Improvements*: ☐ 0-10 pts
  - *RESPONSE (Limit 700 characters; approximately 100 words)*

SCORING GUIDANCE (100 Points)
Within each above improvement sub-measure, the answer most responsive to the need will receive full (e.g., the top project that improves clear zones or sight lines will receive 10 points), with each remaining project receiving a share of the full points at the scorer's discretion. It is possible for more than one project to receive maximum points for a sub-measure.

The highest-scoring application for this measure will be adjusted to receive the full 100 points. Remaining projects will receive a proportionate share of the full points equal to the points for the project being scored divided by the points assigned to the highest-scoring project multiplied by the maximum points available for the measure (100). For example, if the application being scored had 25 points and the top project had 50 points, this applicant would receive (25/50)*100 points or 50 points.

## 5. Congestion Reduction/Air Quality (75 Points~~; 7.5 Percent of Total Points~~) – This criterion measures the project's ability to reduce delay 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 one or more of the intersections (or rail crossings) being improved by the ~~Conduct a capacity analysis at the most congested signalized or roundabout 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 or HCM software. The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds due to the project. If more than one intersection (or rail crossing) is examined, then the delay reduced by each intersection can be can added together to determine the total delay reduced by the project. ~~The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour intersection delay and the reduction in total peak hour intersection delay in seconds due to the project.~~ (50 Points)

   - For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the a.m. or p.m. peak hour to determine the total peak hour delay reduced by the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.

   The applicant should include the appropriate Synchro or HCM full reports (including the Timing Page Report) 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
   - Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals)
   - 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
   - Roadway lengths for intersection approaches must be the same length for before and after scenarios

   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.

- Total Peak Hour Delay Reduced (Seconds) = Total Peak Hour Delay/Vehicle x Vehicles Per Hour

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

*RESPONSE (Calculation):*

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle):_____
- Volume (Vehicles Per Hour):_____
- Total Peak Hour Delay Reduced by the Project (Seconds):_____ ~~Total Project Cost:_____~~
- ~~Total Peak Hour Vehicle Delay Without the Project:_____~~
- ~~Total Peak Hour Vehicle Delay With the Project:_____~~
- ~~Total Peak Hour Vehicle Delay Reduced by the Project:_____~~
- ~~Cost Effectiveness:_____~~

SCORING GUIDANCE (45 Points)
The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive (5,000/25,000)*45 points, or 9 points.

B. *MEASURE:* Using the Synchro or HCM 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 should include the appropriate Synchro or full HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be can added together to determine the total emissions reduced by the project.~~must then calculate the cost per total peak hour kilograms reduced by the project improvement. The applicant should include the appropriate Synchro or HCM 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.~~ (25 Points)

**Roadway projects that do not include railroad grade-separation elements:**

- Total Peak Hour Emissions Reduced (Kilograms)= Total Peak Hour Emissions Reduced/Vehicle x Vehicles Per Hour

- ~~Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project~~

*RESPONSE (Calculation):*

- Total (CO, $NO_X$, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms):_____
- Total (CO, $NO_X$, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms):_____
- Total (CO, $NO_X$, and VOC) Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms):_____
- Volume (Vehicles Per Hour):_____
- Total (CO, $NO_X$, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):_____ ~~Total Project Cost:_____~~
- ~~Total Peak Hour Kilograms Reduced by the Project:_____~~
- ~~Cost Effectiveness:_____~~

**Roadway projects that include railroad grade-separation elements:**

- For roadway projects that include a railroad crossing, the applicant needs to input four variables before and after the project to determine the change in emissions. Those variables include: speed, vehicle mile traveled, delay, and total vehicle stops. The applicant needs to conduct fieldwork during either the a.m. or p.m. peak hour to determine the existing conditions and then detail any assumptions used for conditions after the project is built. The variables will be used in the exact same equation used within the software program (i.e., Synchro) required of the other project types. Therefore, the approach to calculate the kilograms emissions reduced for railroad grade-separation projects will be comparable to intersection improvement projects.

*CO = F * 0.0699 kg/gallon*
*$NO_X$ = F * 0.0136 kg/gallon*
*VOC = F * 0.0162 kg/gallon*

*F = Fuel consumption in gallons*

*F = Total Travel * k1 + Total Delay * k2 + Stops * k3*
*K1 = 0.075283-0.0015892 * Speed + 0.000015066 * Speed$^2$*
*K2 = 0.7329*
*K3 = 0.0000061411 * Speed$^2$*
*Speed = cruise speed in miles per hour*
*Total Travel = vehicle miles traveled*
*Total Delay = total delay in hours*
*Stops = total stops in vehicles per hour*

*RESPONSE (Calculation):*

- Cruise speed in miles per hour without the project:_____
- Vehicle miles traveled without the project:_____
- Total delay in hours without the project:_____

- Total stops in vehicles per hour without the project:_____

- Cruise speed in miles per hour with the project:_____
- Vehicle miles traveled with the project:_____
- Total delay in hours with the project:_____
- Total stops in vehicles per hour with the project:_____

Automatically Provides Emissions Reduced:

- Total (CO, $NO_X$, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____
- *EXPLANATION of methodology and assumptions used (Limit 1,400 characters; approximately 200 words):*

SCORING GUIDANCE (30 Points)
The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*30 points or 18 points.

**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 a~~n existing or future~~ roadway facility. It will assess the project's monetized safety benefits~~Benefit/Cost ratio~~.

A. *MEASURE:* Respond as appropriate to one of the two project types below. (150 Points)

**Roadway projects that do not include railroad grade-separation elements:**

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). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F.

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 attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project. As part of the response, please detail the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: http://www.cmfclearinghouse.org/~~provide the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting 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):*

- Crash Modification Factors Used: _____
- Rationale for Crash Modifications Selected (*Limit 1,400 characters; approximately 200 words)*: _____
- Project Benefit ($) from B/C ratio: _____

**Roadway projects that include railroad grade-separation elements:**

Since the number of observed crashes at an existing at-grade railroad crossing is small compared to an intersection, this measure will assess crash risk exposure that exists in order to compare projects. As a proactive safety measure, railroad grade-separation projects eliminate the crash risk exposure.

- Crash Risk Exposure Eliminated = current average annual daily traffic volume x average number of daily trains at the at-grade crossing

*RESPONSE (Calculation):*

- Current AADT volume: _____
- Average daily trains: _____
- Crash Risk Exposure eliminated: _____

SCORING GUIDANCE (150 Points)
This measure will be considered separately for projects that do and do not include a railroad grade-separation project. As a result, two projects (one project without a railroad grade-separation project and one with a railroad grade-separation project) may receive the full points.

For projects that do not include a grade-separation project, the applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of $11,000,000 and the top project had safety benefits of $16,000,000, this applicant would receive (11,000,000/16,000,000)*150 points or 103 points.

For railroad grade-separation projects, the applicant with the highest crash risk exposure eliminated due to the project will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored reduced 11,000 exposures and the top project reduced 16,000, this applicant would receive (11,000 /16,000)*150 points or 103 points.

~~*RESPONSE (Calculation):*~~

- ~~Project Benefit/Cost ratio : _____~~

## 7. Multimodal ~~Facilities~~ Elements and Connections (~~100~~ 75 Points~~; 10 Percent of Total Points~~) - This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes. 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.

### ~~Multimodal Connections (50 Points)~~

~~**Transit Connections**~~

~~A. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Potential connections include transitway 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.~~

~~Upload the "Transit Connectivity" map used for this measure.~~

~~**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.~~

~~*RESPONSE (Data from the "Transit Connectivity" map):*~~

- ~~Existing routes directly connected to the project:_____~~
- ~~Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project:_____~~

~~**Bicycle and Pedestrian Connections**~~

~~B. *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 (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 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):*~~

~~**Multimodal Facilities (50 Points)**~~

A. *MEASURE:* Discuss any bicycle, pedestrian~~,~~, ~~or~~ transit, or freight elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Freight elements could be project elements such as adding paved shoulders, wider shoulders, acceleration lanes, or longer turning lanes added specifically to accommodate freight movements.

Also, describe the existing bicycle, pedestrian, and transit accommodations. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., vehicles, bicyclists, transit, and pedestrians) and, if applicable, supports planned transitway stations. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).

*RESPONSE (Limit 1,400 characters; approximately 200 words~~ or less~~):*

SCORING GUIDANCE (75 Points)
The project with the most comprehensive multimodal elements included as part of the project will receive the full points. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.

## 8. Risk Assessment (~~75 Points; 7.5 Percent of~~100 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):*

SCORING GUIDANCE (100 Points)
The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*100 points or 57 points.

9. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria.

A. *MEASURE: Calculate the cost* effectiveness *of the project.* Metropolitan Council staff will divide the TAB-eligible project cost (not including noise walls)by the total number of points awarded in the previous criteria (1-8).

- Cost- effectiveness = total TAB-eligible project cost (not including noise walls)/total number of points awarded in previous criteria (1-8)

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Project Cost (entered in Project Cost Form):_____

SCORING GUIDANCE (100 Points)
The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points for 50 points.

**TOTAL: ~~1,000~~1,100 POINTS**

# Roadway System Management – Prioritizing Criteria and Measures

~~September 26, 2014~~January 7, 2016

~~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/condition; 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. Please answer the following questions:~~

## 1. Role in the Regional Transportation System and Economy (125 ~~Points; 12.5 Percent of Total~~ Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, 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 employment and manufacturing/distribution-related employment.~~This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on its functional classification role, how it serves heavy commercial traffic and connects to regional centers of jobs and activity.~~

A. *MEASURE:* Address how the project route fulfills its role in the regional transportation system ~~economy~~ as identified by its current functional classification. This system must include a Non-Freeway Principal Arterial or an "A" Minor Arterial. ~~If the project serves a system of routes, respond using the route with the highest functional classification. This system must include a Non-Freeway Principal Arterial or an "A" Minor Arterial.~~ (~~65~~ 55Points)

~~**Non-Freeway Principal Arterial or "A" Minor Arterial:**~~

- Metropolitan Council staff will use~~Reference~~ the "Roadway Area Definition" map generated at the beginning of the application process. To ensure consistency of methodology between applicants, Metropolitan Council staff will calculate the average distance between the project and the closest parallel A-Minor Arterials or Principal Arterials on both sides of the project given the project description included by the applicant.~~Report the total area and project length, as depicted on the "Roadway Area Definition" map, to calculate the average distance between the project route (highest functional classification) and the closest parallel "A" Minor Arterials or Principal Arterials on both sides of the project.~~

~~Upload the "Roadway Area Definition" map used for this measure.~~

*RESPONSE (Calculation):*

- *Metropolitan Council staff will calculate the response*

SCORING GUIDANCE (55 Points)
The applicant with the furthest average distance from the closest parallel A-Minor Arterials or Principal Arterials on both sides will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the project being scored had a distance of 8 miles and the top project was had an average distance of 10 miles, this applicant would receive (8/10)*55 points or 44 points. Metropolitan Council staff will provide average distance data for all projects to ensure consistency of methodology between applications.

*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 an actual count~~s are~~is collected or available data from within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires.~~.~~ (40 Points)

*RESPONSE:*

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

SCORING GUIDANCE (40 Points)
The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive (750/1,000)*40 points, or 30 points.

*C.* *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing population, employment and manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the "Regional Economy" map. ~~Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area.~~ (~~20~~ 30 Points)

Upload the "Regional Economy" map used for this measure.

~~*RESPONSE (Select all that apply, based on the "Regional Economy" map):*~~

- ~~Direct connection to or within a mile of a Job Concentration: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (20 Points)~~
- ~~Direct connection to or within a mile of an Educational Institution:☐ (12 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:☐ (12 Points)~~

*RESPONSE (Data from the "Regional Economy" map~~county or city plan reference; 100 words or less~~):*

- Existing Employment within 1 Mile: _____ (Maximum of 30 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____ (Maximum of 30 points)
- Existing Students: _____ (Maximum of 18 points)

SCORING GUIDANCE (30 Points)
All Census block groups that are included within or intersect the buffer area around the project will be included.

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*30 points or 20 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure. For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive (1,000/1,500)*30 points or 20 points.

The applicant with the highest number of students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*18 points or 12 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of 30 points.

Note: Due to the use of multiple sub-measures, two applicants will receive the full 30 points.

## 2. Usage (125 Points~~; 12.5 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.

*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. (85 Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2013~~2015)

*RESPONSE:*

- Location:_____
- Current AADT volume:_____
- Existing Transit Routes on the Project:_____

SCORING GUIDANCE (85 Points)
The project with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project within the same functional classification had a daily person throughput of 1,500 vehicles, this applicant would receive (1,000/1,500)*85 points or 57 points.

*B.* *MEASURE:* Provide the forecast (~~2030~~2040) 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. It is required that an actual daily count is collected or available data from within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires~~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~~. (40 Points)

*RESPONSE:*

- Use Metropolitan Council model to determine forecast (~~2030~~2040) ADT volume☐

*OR*

*RESPONSE:*

- Approved county or city travel demand model to determine forecast (~~2030~~2040) ADT volume☐
- Forecast (~~2030~~2040) ADT volume : _____

SCORING GUIDANCE (40 Points)
The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive (28,000/32,000)*40 points or 35 points.

## 3. Equity and Housing Performance (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:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. 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. (30 Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ~~Racially Concentrated Area of Poverty:~~ ☐ (0 to 30 Points)
- Project located in Area of Concentrated Poverty: ☐ (0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 12 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words~~200 words or less~~):*

SCORING GUIDANCE (30 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Note: Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 30 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 30 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive (10/20)*30 points or 15 points.

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. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. 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. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Length of Segment within City/Township:

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive (55/90)*70 points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Infrastructure Age~~/Condition~~ (75 Points~~; 7.5 Percent of Total Points~~) – This criterion will assess the age ~~and remaining useful life for~~of the infrastructure elements being improved. Roadway system management investments should focus on improving and replacing existing equipment that is beyond its useful life.

A. *MEASURE:* Identify the type(s) and age(s) of ITS, signal/control, and/or communication equipment that will be improved or replaced as part of this project, as reflected in the project cost estimate.

*RESPONSE:*

- Equipment to be improved: _____
- Date of equipment installation (year) : _____

SCORING GUIDANCE (75 Points)
All applicants replacing equipment past the total useful life, as listed below, will receive full points. Projects replacing more than one type or age of equipment should be scored based on the average remaining useful life. Remaining projects will receive a proportionate share of the full points equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life.

If there are no projects at or past the useful life of the equipment, the applicant with shortest remaining useful life will receive full points, and remaining projects will receive a proportionate share. For example, if the oldest project was installed 18 years ago (traffic signal) and the application being scored was installed 14 years ago, this applicant would receive (14/18)*75 points, or 58 points.

Equipment Useful Life Values
- ITS Equipment: 10 years
- Traffic Signals/Control Equipment: 20 years
- Communication Equipment: 10 years

## 5. Congestion Reduction/Air Quality (200 Points~~; 20 Percent of Total Points~~) – This criterion measures the project's ability to reduce congestion. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. The project will also be measured based on its ability to reduce emissions ~~in a cost-effective manner~~.

A. *MEASURE:* Conduct a capacity analysis at one or more of the intersections being improved by ~~the most congested signalized or roundabout 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 or HCM software. The applicant must show the current total peak hour delay at one or more intersections and the reduction in total peak hour intersection delay at these intersections, in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection can be added together to determine the total delay reduced by the project. ~~The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour intersection delay and the reduction in total peak hour intersection delay in seconds due to the project.~~ (150 Points)

- For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the a.m. or p.m. peak hour to determine the total peak hour delay reduced by the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.

The applicant should include the appropriate Synchro or HCM full reports (including the Timing Page Report) 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
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals)
- 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
- Roadway lengths for intersection approaches must be the same length for before and after scenarios

~~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.~~

- Total Peak Hour Delay Reduced (Seconds) = Total Peak Hour Delay/Vehicle x Vehicles Per Hour~~Cost Effectiveness = total project cost/total peak hour vehicle delay reduced by the project~~

*RESPONSE (Calculation):*

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle):_____
- Volume (Vehicles Per Hour):_____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____ ~~Total Project Cost:_____~~
- ~~Total Peak Hour Vehicle Delay Without the Project:_____~~
- ~~Total Peak Hour Vehicle Delay With the Project:_____~~
- ~~Total Peak Hour Vehicle Delay Reduced by the Project:_____~~
- ~~Cost Effectiveness:_____~~

SCORING GUIDANCE (150 Points)
The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive (5,000/25,000)*150 points, or 30 points.

B. *MEASURE:* Using the Synchro or HCM 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 should include the appropriate Synchro or full HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be can added together to determine the total emissions reduced by the project. ~~The applicant must then calculate the cost per total peak hour kilograms reduced by the project improvement. The applicant should include the appropriate Synchro or HCM 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.~~ (50 Points)

- Total Peak Hour Emissions Reduced (Kilograms)= Total Peak Hour Emissions Reduced/Vehicle x Vehicles Per Hour ~~Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project~~

*RESPONSE (Calculation):*

- Total (CO, $NO_X$, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms):_____
- Total (CO, $NO_X$, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms):_____
- Total (CO, $NO_X$, and VOC)Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms):_____
- Volume (Vehicles Per Hour):_____
- Total (CO, $NO_X$, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ ~~Total Project Cost:_____~~
- ~~Total Peak Hour Kilograms Reduced by the Project:_____~~
- ~~Cost Effectiveness:_____~~

SCORING GUIDANCE (50 Points)
The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*50 points or 30 points.

## 6. Safety (200 Points~~; 20 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 monetized safety benefits. ~~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). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2011~~ 2013 through ~~2013~~2015. 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 attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project. As part of the response, please detail the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: http://www.cmfclearinghouse.org/~~provide the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting 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):*

- Crash Modification Factors Used: _____
- Rationale for Crash Modifications Selected (*Limit 1,400 characters; approximately 200 words)*: _____
- Project Benefit ($) from B/C ratio : _____

SCORING GUIDANCE (200 Points)
The applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of $11,000,000 and the top project had safety benefits of $16,000,000, this applicant would receive (11,000,000/16,000,000)*200 points or 138 points.

~~Project Benefit/Cost ratio : _____~~

## 7. Multimodal ~~Facilities~~ Elements and Connections (~~100 Points; 10 Percent of Total~~75 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, ~~provides strong connections,~~ and addresses the safe integration of these modes. 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.

### ~~Multimodal Connections (50 Points)~~

~~**Transit Connections**~~

A. ~~*MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Potential connections include transitway 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.~~

~~Upload the "Transit Connectivity" map used for this measure.~~

~~**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.~~

~~*RESPONSE (Data from the "Transit Connectivity" map):*~~

- ~~Existing routes directly connected to the project:_____~~
- ~~Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project:_____~~

~~**Bicycle and Pedestrian Connections**~~

B. ~~*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 (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 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):*~~ _____

**~~Multimodal Facilities (50 Points)~~**

A. *MEASURE:* Discuss any bicycle, pedestrian, ~~or~~ transit, or freight elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Freight elements could be project elements such as adding paved shoulders, wider shoulders, acceleration lanes, or longer turning lanes added specifically to accommodate freight movements.

Also, describe the existing bicycle, pedestrian, and transit accommodations. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., vehicles, trucks, bicyclists, transit, and pedestrians) and, if applicable, supports planned transitway stations. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).

*RESPONSE (200 words or less):*

SCORING GUIDANCE (75 Points)
The project with the most comprehensive multimodal elements included as part of the project will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.

## 8. Risk Assessment (~~75 Points; 7.5 Percent of Total~~100 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):*

SCORING GUIDANCE (75 Points)
The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*100 points or 57 points.

9. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria.

A. *MEASURE: Calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the TAB-eligible project cost (not including noise walls) by the total number of points awarded in the previous criteria (1-8).

- Cost effectiveness = total TAB-eligible project cost (not including noise walls)/total number of points awarded in previous criteria (1-8)

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Project Cost (entered in Project Cost Form):_____

SCORING GUIDANCE (100 Points)
The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points for 50 points.

**TOTAL: ~~1,000~~1,100 POINTS**

# Bridges – Prioritizing Criteria and Measures

~~September 26, 2014~~January 8, 2016

~~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/condition/safety; multimodal facilities and connections; risk assessment; and total project cost effectiveness. 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 (~~125 Points; 12.5 Percent of Total~~195 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, 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 employment and manufacturing/distribution-related employment.~~This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on its functional classification role, how it serves heavy commercial traffic and connects to regional centers of jobs and activity.~~

A. *MEASURE:* Address how the project route fulfills its role in the regional economy as identified by its current functional classification. The project must be located on a Non-Freeway Principal Arterial or an A-Minor Arterial. (~~65~~ 115 Points)

**~~Non-Freeway Principal Arterial or "A" Minor Arterial:~~**

- Metropolitan Council staff will use~~Reference~~ the "Roadway Area Definition" map generated at the beginning of the application process. To ensure consistency of methodology between applicants, Metropolitan Council staff will ~~Report the total area and project length, as depicted on the "Roadway Area Definition" map, to~~ calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials bridge on both sides of the project given the project description included by the applicant.

~~Upload the "Roadway Area Definition" map used for this measure.~~

*RESPONSE (Calculation):*

- *Metropolitan Council staff will calculate the response*

SCORING GUIDANCE (115 Points)
The applicant with the furthest average distance from the closest parallel A-Minor Arterial or Principal Arterial bridge on both sides will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the project being scored had a distance of 8 miles and the top project was had an average distance of 10 miles, this applicant would receive (8/10)*115 points or 92 points. Metropolitan Council staff will provide average distance data for all projects to ensure consistency of methodology between applications.

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location on the ~~"~~A~~"~~ - Minor Arterial or Non-Freeway Principal Arterial project length~~bridge~~. It is required that an actual daily count~~s~~ is~~are~~ collected or available data from within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires. (~~40~~ 50 Points)

*RESPONSE:*

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

SCORING GUIDANCE (50 Points)
The applicant with the highest daily heavy commercial traffic at a location along the bridge will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive (750/1,000)*50 points, or 38 points.

C. *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing population, employment and manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the "Regional Economy" map. ~~Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area.~~ (~~20~~ 30 Points)

Upload the "Regional Economy" map used for this measure.

~~*RESPONSE (Select all that apply, based on the "Regional Economy" map):*~~

- ~~Direct connection to or within a mile of a Job Concentration: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (20 Points)~~
- ~~Direct connection to or within a mile of an Educational Institution:☐ (12 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:☐ (12 Points)~~

*RESPONSE (Data from the "Regional Economy" map~~county or city plan reference; 100 words or less~~):*

- Existing Employment within 1 Mile:_____(Maximum of 30 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile:_____ (Maximum of 30 points)
- Existing Students:_____(Maximum of 18 points)

SCORING GUIDANCE (30Points)
All Census block groups that are included within or intersect the buffer area around the project will be included.

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*30 points or 20 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (20). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive (1,000/1,500)*30 points or 20 points.

The applicant with the highest number of students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*18 points or 12 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of 30 points.

Note: Due to the use of multiple sub-measures, two applicants will receive the full 30 points.

## 2. Usage (~~125 Points; 12.5 Percent of Total~~130 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 on the "A" Minor Arterial or Non-Freeway Principal Arterial bridge using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length or nearest count location 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. (~~95~~ 100 Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2013~~2015)

*RESPONSE:*

- Location:_____
- Current AADT volume:_____
- Existing Transit Routes on the Project:_____

SCORING GUIDANCE (100Points)
The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project within the same functional classification had a daily person throughput of 1,500 vehicles, this applicant would receive (1,000/1,500)*100 points or 67 points.

*B.* *MEASURE:* Provide the forecast (2030) average daily traffic volume at the same location on the "A" Minor Arterial or Non-Freeway Principal Arterial bridge, 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. (30 Points)

*RESPONSE:*

- Use Metropolitan Council model to determine forecast (~~2030~~2040) ADT volume☐

*OR*

*RESPONSE:*

- Approved county or city travel demand model to determine forecast (~~2030~~2040) ADT volume☐
- Forecast (~~2030~~2040) ADT volume : _____

SCORING GUIDANCE (30 Points)
The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive (28,000/32,000)*30 points or 26 points.

## 3. Equity and Housing Performance (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:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. 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. (30 Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ~~Racially Concentrated Area of Poverty:~~ ☐ (0 to 30 Points)
- Project located in Area of Concentrated Poverty: ☐ (0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 12 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words ~~200 words or less~~):*

SCORING GUIDANCE (30 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

The highest-scoring application for this measure will be adjusted to receive the full 30 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive (10/20)*30 points or 15 points.

*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. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. 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. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Length of Segment within City/Township:

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive (55/90)*70 points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Infrastructure ~~Age/~~Condition~~/Safety~~ (400 Points~~; 40 Percent of Total Points~~) – This criterion will assess the age and condition of the bridge facility being improved. Bridge improvement investments should focus on the higher needs of ~~an aging and~~ unsafe ~~facility~~facilities. If there are two separate spans, then the applicant should take the average bridge sufficiency rating of the two spans~~In addition, it addresses the project's ability to correct design deficiencies and improve the overall safety of the bridge facility~~.

A. *MEASURE:* Identify the bridge sufficiency rating, from the most recent market structure inventory report~~and select the classification and if the structure is posted for load restrictions~~. (300 Points)

*RESPONSE:*

- Bridge Sufficiency Rating: ____ (0 to 100)

~~AND~~

~~*RESPONSE (Select all that apply):*~~

- ~~Structurally Deficient: ☐~~
- ~~Load-Posted: ☐~~

SCORING GUIDANCE (300 Points)
The applicant with the lowest bridge sufficiency rating will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points equal to the rating for the project with the lowest bridge sufficiency rating divided by the project being scored multiplied by the maximum points available for the measure (300). For example, if the top project had a bridge sufficiency rating of 35 and the application being scored had a score of 55, this applicant would receive (35/55)*300 points or 191 points.

B. *MEASURE:* Identify whether the bridge is posted for load restrictions~~Describe the design and safety deficiencies improved by the proposed project~~. (100 Points)

*RESPONSE (Select if the bridge is load-posted):*

- Load-Posted: ☐ (100 points)

SCORING GUIDANCE (100 Points)
Applicants will receive the points shown depending on whether the bridge is load-posted. The applicant can only score 0 or 100 points for this measure.

~~*RESPONSE (200 words or less):*~~

## 5. Multimodal ~~Facilities~~ Elements and Connections (~~100 Points; 10 Percent of Total~~75 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation and~~, provides strong connections, and~~ addresses the safe integration of these modes. 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.

~~**Multimodal Connections (50 Points)**~~

~~**Transit Connections**~~

~~*A. MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Potential connections include transitway 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.~~

~~Upload the "Transit Connectivity" map used for this measure.~~

~~**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.~~

~~*RESPONSE (Data from the "Transit Connectivity" map):*~~

- ~~Existing routes directly connected to the project:_____~~
- ~~Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project:_____~~

~~**Bicycle and Pedestrian Connections**~~

~~B. *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 (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 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.~~

~~*C.*~~

~~**D.** *RESPONSE (200 words or less):*~~

~~**Multimodal Facilities (50 Points)**~~

*A.* *MEASURE:* Discuss any bicycle, pedestrian~~, or~~ transit, or freight elements that are included as part of the project and how they improve the travel experience, safety, and security for

users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Freight elements could be project elements such as adding paved shoulders, wider shoulders, acceleration lanes, or longer turning lanes added specifically to accommodate freight movements.

Also, describe the existing bicycle, pedestrian, ~~and~~ transit, and freight accommodations. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., vehicles, trucks, bicyclists, transit, and pedestrians) and, if applicable, supports planned transitway stations. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).

*RESPONSE (Limit 1,400 characters; approximately 200 words):*

SCORING GUIDANCE (75 Points)
The project with the most comprehensive multimodal elements included as part of the project will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.

~~*RESPONSE (200 words or less):*~~

**6. Total Project Cost Effectiveness (75 Points; 7.5 Percent of Total Points) –** This criterion will assess the project's cost effectiveness based on the total project cost and total points awarded in the previous criteria. 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. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

A. *MEASURE: T*he total project cost effectiveness will be automatically calculated. Met Council staff will divide the total project cost by the total number of points awarded in the previous criteria (1 through 6).

- Cost Effectiveness = total project cost/total number of points awarded in previous criteria (1 through 6)

*RESPONSE (Points Awarded and Cost Effectiveness will be Automatically Calculated):*

- Total Project Cost (entered in Project Cost Form):_____

~~7.~~6. Risk Assessment (~~75 Points; 7.5 Percent of Total~~100 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):*

SCORING GUIDANCE (100 Points)
The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*100 points or57 points.

**7. Cost Effectiveness (100 Points)** – This criterion will assess the project's cost effectiveness based on the TAB-eligible project cost (not including noise walls) and total points awarded in the previous six criteria.

A. *MEASURE: Calculate the cost* effectiveness *of the project.* Metropolitan Council staff will divide the TAB-eligible project cost (not including noise walls)by the total number of points awarded in the previous criteria (1 through 6).

- Cost Effectiveness = total TAB-eligible project cost (not including noise walls)/total number of points awarded in previous criteria (1 through 6)

*RESPONSE (Points Awarded and Cost Effectiveness will be Automatically Calculated):*

- Total Project Cost (entered in Project Cost Form):_____

SCORING GUIDANCE (100 Points)
The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points for 50 points.

**TOTAL: ~~1,000~~1,100 POINTS**

# Transit Expansion – Prioritizing Criteria and Measures

~~September 26, 2014~~January 8, 2016

~~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~~) - Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the regional significance of the project, including the project's connections to jobs, Educational Institutions (as defined in Thrive MSP 2040), population centers, and the project's ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips). ~~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:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing employment will be measured by summing the employment located in the census blocks that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include "last mile" service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. ~~Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. If the project includes construction of a park-and-ride facility, the eligible job concentrations, manufacturing/distribution centers, educational institutions, or local activity centers only include those directly connected by the transit routes exiting the facility.~~ (~~33~~ 50 Points)

   Upload the "Regional Economy" map used for this measure.

*RESPONSE (~~Select all that apply, based on~~Data from the "Regional Economy" map):*

- Existing Employment:_____
- Existing Post-Secondary Enrollment:_____
- Existing Employment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____
- Existing Post-Secondary Enrollment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____ ~~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 Location: ☐ (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)~~

*EXPLANATION of last-mile service (If necessary; Limit 1,400 characters; approximately 200 words):*

**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit~~, and express bus with transit advantages.~~ Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

If the project includes construction of a park-and-ride facility, employment and eligible educational institutions only include those directly connected by the transit routes exiting the facility.

SCORING GUIDANCE (50 Points)
The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive (1,000/1,500)*50 points or 33 points. Using the Metropolitan Council model, all census blocks that are included within or intersect the buffer area around the project.

Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.

~~*RESPONSE (City or county plan reference; 100 words or less):*~~

~~B. *MEASURE:* Reference the "Population Summary" map generated at the beginning of the application process. Report the 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)~~

~~Upload the "Population Summary" map used for this measure.~~

~~*RESPONSE (Data from the "Population Summary" map):*~~

- ~~Existing Population: _____~~

~~C.~~B. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the average weekday transit trips these connecting routes provide~~annual transit ridership of these connecting routes~~, as depicted on the "Transit Connectivity" map. Metropolitan Council staff will provide the average number of weekday trips for each connecting transit route. Connections to planned transitway stations should be separately cited. Any transitway connection is worth 10 points. (50 Points)~~Potential connections include transitway 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. (34 Points)~~

Upload the "Transit Connectivity" map used for this measure.

*RESPONSE (Data from the "Transit Connectivity" map):*

- Existing transit routes directly connected to the project: _____ (35 Points) Council staff will use this information to determine the average number of weekday trips.
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): ☐ (15 Points)

SCORING GUIDANCE (50 Points)
The applicant with route connections having the highest number of weekday trips will receive the full points (as shown above). Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive (100/150)*35 points or 23 points.

Any project with a connection to a planned transitway station should be awarded 15 points.

After each of the above scores are tabulated the top total score will be adjusted to 50 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 50. A project that scored 19 points would be awarded (19/28)*50, or 34 points.

~~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:* This measure will calculate the project's new riders. Based on the service type, estimate and provide the new annual transit ridership that is produced by the new project in the third year of service. ~~This measure will calculate the cost-effectiveness of the project per rider. Estimate and provide 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 calculate cost effectiveness.~~

~~Additionally, estimate and provide the total annual project cost, which 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~~ |

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

~~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. (105 Points)~~

**For Express ~~Routes~~Route Projects to Minneapolis and St. Paul Only:**

- Use 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 (Appendix B) 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 census block groups ~~TAZs~~ in the express bus route market area. If possible, the applicant should use the ridership figures provided for an existing or planned facility.

The 2030 Regional Park-and-Ride Plan forecasts 2020 demand to downtown Minneapolis and downtown St. Paul based off 2008 data. If the applicant wants to use more up-to-date data than 2008, then they must follow the methodology and equations from the Park-and-Ride Plan and clearly describe the methodology and assumptions used to estimate annual ridership.

Note: Any Express routes not going to these downtown areas should follow the peer route methodology described in the "For Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only" section.

~~*RESPONSE (Cost effectiveness will be automatically calculated):*~~

- ~~Total Annual Operating Cost: _____~~
- ~~Total Annual Capital Cost:_____~~
- ~~Total Annual Ridership:_____~~

**For Transitways Projects Only:**

- Use most recent forecast data ~~forecast data (current year and 2030)~~ to estimate ridership for the third year of service. Forecast data for the transitway must derived from 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. Describe the methodology and assumptions used to estimate annual ridership.

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the ~~2030~~ 2040 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit~~, and express bus with transit advantages~~. Eligible transitway projects are those that have a mode and alignment identified in the ~~2030~~ 2040 Transportation Policy Plan.

~~*RESPONSE (Cost effectiveness will be automatically calculated):*~~

- ~~Total Annual Operating Cost: _____~~
- ~~Total Annual Capital Cost:_____~~
- ~~Total Annual Ridership:_____~~

**For Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only:**

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should 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. Applicants must use the average passengers per ~~in~~ service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response and any assumptions used.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- Service Type:____

- New Annual Ridership: _____
- Assumptions Used (Limit 2,800 characters; approximately 400 words): _____
- Describe how Urban and Suburban Local Route(s) was selected (Limit 2,800 characters; approximately 400 words): _____
- ~~Total Annual Operating Cost: _____~~
- ~~Total Annual Capital Cost: _____~~
- ~~Total Annual Ridership: _____~~

SCORING GUIDANCE (350 Points)
The applicant with the highest new annual ridership will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had ridership of 1,000,000 riders and the top project had a ridership of 1,500,000 riders, this applicant would receive (1,000,000/1,500,000)*350 points or 233 points.

For urban and suburban local bus service and suburb-to-suburb express service, applicants should use peer routes from the same Transportation Policy Plan market area or peer routes that serve locations with similar development patterns. Points are scored based on sound methodology and clear relationship to the peer routes.

For all service types, 50 percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

_____

~~B. *MEASURE:* This measure will calculate the **Operating Cost Effectiveness** of the project, which 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. Additionally, provide the new annual operating cost, which consists of the additional annual operating cost that will result from this project's implementation.~~

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

~~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)~~

~~**Express Routes**~~

- ~~Use 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 should use the ridership figures provided for an existing or planned facility.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- New Annual Operating Cost: _____
- Total Annual Ridership:_____

**Transitways**

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must derived from 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.

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- New Annual Operating Cost _____
- Total Annual Ridership:_____

**Urban and Suburban Local Routes**

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should 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. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- New Annual Operating Cost _____
- Total Annual Ridership:_____

*RESPONSE (200 words or less):*

C. *MEASURE:* This measure will 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.

Additionally, estimate the total annual project cost, which 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 |

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)

**Express Routes**

- Use 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 should use the ridership figures provided for an existing or planned facility.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- Total Annual Operating Cost: _____
- Total Annual Capital Cost:_____
- New Annual Ridership:_____

**Transitways**

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must derived from 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.

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways

~~are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.~~

~~*RESPONSE (Cost effectiveness will be automatically calculated):*~~

- ~~Total Annual Operating Cost: _____~~
- ~~Total Annual Capital Cost:_____~~
- ~~New Annual Ridership:_____~~

~~**Urban and Suburban Local Routes**~~

- ~~Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should 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. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.~~

~~*RESPONSE (Cost effectiveness will be automatically calculated):*~~

- ~~Total Annual Operating Cost: _____~~
- ~~Total Annual Capital Cost:_____~~
- ~~New Annual Ridership:_____~~

## 3. Equity and Housing Performance (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:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. 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. A project's service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. 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. (130 Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project's service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50)~~Racially Concentrated Area of Poverty~~: ☐ (0 to 130 Points)
- Project's service directly connects to Area of Concentrated Poverty: ☐ (0 to 104 Points)
- Project's service directly connects to census tracts that are above the regional average for population in poverty or population of color: ☐ (0 to 52 Points)
- Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 37 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words~~200 words or less~~):*

SCORING GUIDANCE (130 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 130 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 130 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 50 points and the top project had 100 points, this applicant would receive (50/100)*130 points or 65 points.

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's stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates. If the project has stops in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project's stops are located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Number of Stops within City/Township:

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 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, $NO_x$, $CO_{2e}$, $PM_{2.5}$, and VOC emissions. Applications for transit operating, vehicle or capital funds must calculate the benefit for the third year of service.

*A.* *MEASURE:* The applicant must show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Calculate and provide the number of new daily transit riders and the distance from terminal to terminal in miles to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions. (~~133~~ 200 Points)

Daily VMT Reduction = New Daily Transit Riders multiplied by Distance from Terminal to Terminal

**Emissions Factors**

- CO reduced = VMT reduced * 2.39
- $NO_X$ reduced = VMT reduced * 0.16
- $CO_{2e}$ reduced = VMT reduced * 366.60
- $PM_{2.5}$ reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

*RESPONSE (Total reduced emissions will automatically calculate):*

- New Daily Transit Riders: _____
- Distance from Terminal to Terminal (Miles)_____

SCORING GUIDANCE (200 Points)
The applicant with the greatest daily reduction in emissions due to VMT reduction will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*200 points or 120 points.

~~*B.* *MEASURE:* This measure will 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 (Cost Effectiveness will automatically calculate):*~~

- ~~Total Annual Capital Cost: _____~~
- ~~Total Annual Operating Cost:_____~~
- ~~Total Kilograms of Emissions Reduced per Day (summed result from Measure 4A)~~

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

### ~~Multimodal Connections (50 Points)~~

~~A. *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 (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 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):*~~

### ~~Multimodal Facilities (50 Points)~~

~~B.~~A. *MEASURE:* Discuss any roadway, bicycle, or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing roadway, bicycle, and pedestrian facilities and accommodations. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

*RESPONSE (Limit 2,800 characters; approximately 400 words~~200 words or less~~):*

SCORING GUIDANCE (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit tops with safe / comfortable areas for pedestrians to walk or wait

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. The Risk Assessment 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):*

SCORING GUIDANCE (50 Points)
The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will be given credit for 70 points (i.e., it will receive full points). Any project that receives all 70 points awarded on the checklist will receive full points as well. If the top-scoring project receives fewer than 70 points on the checklist, it will receive full points only if no projects are except from completing the checklist. All remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*50 points or 29 points.

## 7. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

A. *MEASURE: Calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the total annual TAB-eligible project cost) by the total number of points awarded in the previous criteria.

Estimate and provide the annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equals the total annual project cost. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life.

Total annual project cost is the lump sum total project cost divided by the FTA "years of useful life" as listed here. As noted in the useful life table, operating costs should also be annualized. If the project has two or more components with differing years of useful life, annualize each component. If the project type is not listed in the document, use most similar project type or provide supporting documentation on useful life value used.

Applicants should include all operating and capital costs associated with implementing the entire project, even though the applicant may only be applying for part of these costs as part of the solicitation.

| 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 |

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project: _____
- Total Annual Project Cost: _____
- Assumptions Used (Limit 1,400 characters; approximately 200 words): _____

- Cost effectiveness = total TAB-eligible project cost/total number of points awarded in previous criteria

SCORING GUIDANCE (100 Points)
The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points or 50 points.

**TOTAL: ~~1,000~~1,100 POINTS**

# Transit System Modernization – Prioritizing Criteria and Measures

~~September 26, 2014~~January 8, 2016

~~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, deficiencies and safety; service and customer improvements, 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 jobs, educational institutions (as defined in Thrive MSP 2040), population centers, and the project's ability to provide regional transit system connections ~~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:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing employment will be measured by summing the employment located in the census block groups that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include "last mile" service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. ~~Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area.~~ (~~33~~ 50Points)

      Upload the "Regional Economy" map used for this measure.

      *RESPONSE (~~Select all that apply, based on~~Data from the "Regional Economy" map):*
      - Existing Employment: _____
      - Existing Post-Secondary Enrollment: _____
      - Existing Employment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required): _____
      - Existing Post-Secondary Enrollment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required): _____

- *EXPLANATION of last-mile service (Limit 1,400 characters; approximately 200 words):*

- ~~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 Location: ☐ (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)~~

**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit~~, and express bus with transit advantages~~. Eligible transitway projects are those that have a mode and alignment identified in the ~~2030~~ 2040 Transportation Policy Plan.

*RESPONSE (Limit 700 characters; approximately ~~City or county plan reference;~~ 100 words ~~or less~~):*

SCORING GUIDANCE (33 Points)
The applicant with the highest combined total employment and post-secondary education enrollment will receive the full 33 points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive (1,000/1,500)*33 points or 22 points. Using the Metropolitan Council model, all census block groups that are included within or intersect the buffer area around the project.

Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.

~~B. *MEASURE:* Reference the "Population Summary" map generated at the beginning of the application process. Report the 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)~~

~~Upload the "Population Summary" map used for this measure.~~

~~*RESPONSE (Data from the "Population Summary" map):*~~
- ~~Existing Population:_____~~

~~C.~~B. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project to help

determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Potential connections include transitway 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. (~~34~~ 50 Points)

Upload the "Transit Connectivity" map used for this measure.

*RESPONSE (Data from the "Transit Connectivity" map):*

- 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)

SCORING GUIDANCE (50 Points)
The applicant with route connections having the highest number of weekday trips will receive the full points (as shown above). Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive (100/150)*35 points or 23 points.

Any project with a connection to a planned transitway station should be awarded 15 points.

After each of the above scores are tabulated the top total score will be adjusted to 50 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 50. A project that scored 19 points would be awarded (19/28)*34, or 34 points.

2. Usage (300 points~~; 30 Percent of Total Points~~) - This criterion quantifies the project's impact~~-~~ based on how many riders the improvement(s) will impact, i.e., existing riders. ~~by estimating the annual transit ridership of the project to determine the overall cost-effectiveness per rider.~~

*A MEASURE:* This measure will display the existing riders that will benefit from the project. This would entail, for example, riders on a bus route with buses fitted for Wi-Fi or users boarding or alighting at a park-and-ride being improved. Ridership data will be provided by the Metropolitan Council staff.

*RESPONSE:*

- Existing Transit Routes on the Project: _____

SCORING GUIDANCE (300 Points)
The applicant with the highest existing annual ridership will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing ridership of the project being scored divided by the project with the highest existing ridership multiplied by the maximum points available for the measure (300). For example, if the application being scored had ridership of 1,000 riders and the top project had a ridership of 1,500 riders, this applicant would receive (1,000/1,500)*300 points or 200 points.

~~A. *MEASURE:* This measure will calculate the cost effectiveness of the project per rider. Estimate and provide 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 calculate cost effectiveness.~~

~~Additionally, estimate and provide the total annual project cost, which 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 |

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

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. (210 Points)

**Express Routes**

- Use 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 should use the ridership figures provided for an existing or planned facility.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- Total Annual Operating Cost (3rd Year): _____
- Total Annual Capital Cost:_____
- Total Annual Ridership:_____

**Transitways**

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must derived from 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.

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- Total Annual Operating Cost: _____
- Total Annual Capital Cost:_____
- Total Annual Ridership:_____

**Urban and Suburban Local Routes**

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should 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. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- Total Annual Operating Cost: _____
- Total Annual Capital Cost:_____
- Total Annual Ridership:_____

*RESPONSE (200 words or less):*

B. *MEASURE:* This measure will calculate the **Operating Cost Effectiveness** of the project, which 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. Additionally, provide the new annual operating cost, which consists of the additional annual operating cost that will result from this project's implementation.

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

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. (90 Points)

**Express Routes**

- Use 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 should use the ridership figures provided for an existing or planned facility.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- New annual operating cost _____
- Total Annual Ridership:_____

**Transitways**

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must derived from 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.

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible

transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- New annual operating cost _____
- Total Annual Ridership:_____

**Urban and Suburban Local Routes**

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should 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. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- New annual operating cost _____
- Total Annual Ridership:_____

*RESPONSE (200 words or less):*

## 3. Equity and Housing Performance (150 Points~~; 15 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:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. 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. A project's service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. 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. (80 Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project's service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50)~~Racially Concentrated Area of Poverty~~: ☐ (0 to 80 Points)
- Project's service directly connects to Area of Concentrated Poverty: ☐ (0 to 64 Points)
- Project's service directly connects to census tracts that are above the regional average for population in poverty or population of color: ☐ (0 to 48 Points)
- Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 32 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words~~200 words or less~~):*

SCORING GUIDANCE (80 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 130 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 130 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 50 points and the top project had 100 points, this applicant would receive (50/100)*80 points or 40 points.

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's stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates. If the project has stops in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project's stops are located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Number of Stops within City/Township:

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Emissions Reduction (100 Points~~; 10 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, $NO_x$, $CO_{2e}$, $PM_{2.5}$, and VOC emissions. Projects can include improvements to rolling stock, increases in travel speed, facility modernization, and systemwide upgrades that reduce congestion and improve energy efficiency.

A. *MEASURE:* Describe how the project will reduce CO, NOx, $CO_{2e}$, $PM_{2.5}$, and/or VOC due to the reduction in SOV trips, reduction in VMT, and/or an increase of speeds. The applicant should also describe capital improvements that will reduce emissions and energy consumption.

Most projects will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT that comes about from adding new daily transit riders (computed in the third year of service). As part of the response, applicants may want to indicate the daily emissions reductions by using the formula and emissions factors below.

Daily VMT Reduction = New Daily Transit Riders multiplied by Distance from Terminal to Terminal

**Emissions Factors**

- CO reduced = VMT reduced * 2.39
- $NO_X$ reduced = VMT reduced * 0.16
- $CO_{2e}$ reduced = VMT reduced * 366.60
- $PM_{2.5}$ reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

*RESPONSE: (Limit 2,100 characters; approximately 300 words*

~~*RESPONSE: (300 words or less):*~~

SCORING GUIDANCE (100 Points)
The applicant should describe improvements to rolling stock, increases in travel speed, facility improvements, and systemwide upgrades that will reduce congestion and/or improve energy efficiency. The application will be scored based on the improvements that are being made. Projects will receive a share of the full points at the scorer's discretion. (200 words or less).

## 5. Service and Customer Improvements (150 Points~~; 15 Percent of Total Points~~) -

Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will operate more efficiently as a result of this project. An improvement that makes transit more attractive to future and existing riders is offering faster travel times between destinations. Additionally, the modernization of a transit facility should present a savings in operating costs for the transit provider. Projects can also offer improvements to facilities that offer a better customer experience, and attract riders to transit facilities.

*A.* *MEASURE:* Provide the existing and proposed travel times to calculate the percent reduction in transit passenger travel time due to the project. The applicant should provide the existing passenger travel time from the project site to the transit route's terminal. If the project benefits multiple routes, the applicant can take an average of the passenger travel times. Applicants must also provide the proposed travel time from the project site to the terminal. The percent reduction in travel time that will result from the project's implementation will be calculated automatically. (75 Points)

*RESPONSE (Percent reduction will be automatically calculated)*

- Current Passenger Travel Time (Minutes):_____
- Proposed Passenger Travel Time (Minutes):_____

SCORING GUIDANCE (75 Points)
The applicant with the greatest reduction in travel time will receive the full points. Remaining projects will receive a proportionate share of the full points.

*B.* *MEASURE:* Identify the current annual transit operating costs and proposed annual transit operating costs that will result from this project. Operating and maintenance costs are external to the project, and do not include costs associated with the construction or procurement of facilities, vehicles, or equipment. The percent reduction in operating and maintenance costs will be calculated automatically. The applicant should also provide its methodology for calculating cost change. (38 Points)

*RESPONSE (Percent reduction will be automatically calculated)*:

- Current Annual Transit Operating Costs:_____
- Proposed Annual Transit Operating Costs:_____

  - *Description of how the proposed cost change was determined (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (38 Points)
The applicant with the greatest reduction in operating and maintenance costs will receive the full points. Remaining projects will receive a proportionate share of the full points.

C. *MEASURE:* Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following (37 Points):

- Improved boarding area
- Improved passenger waiting facilities
- Real-time signage
- Heated facilities or weather protection
- Safety and security equipment
- Improved lighting
- ITS measures that improve reliability and the customer experience
- Transit advantages

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (37 Points)
The applicant should describe improvements included in the project that will make transit service more attractive and improve the user experience. The project will be scored based on the quality of the responses. Projects will receive a share of the full points at the scorer's discretion.

~~*RESPONSE (200 words or less):*~~

## 6. Multimodal ~~Facilities~~ Elements and Connections (100 Points~~; 10 Percent of Total Points~~) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

### ~~Multimodal Connections (50 Points)~~

~~A. *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 (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 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):*~~

### ~~Multimodal Facilities (50 Points)~~

~~B.~~A. *MEASURE:* Discuss any ~~roadway,~~ bicycle~~,~~ or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing ~~roadway,~~ bicycle, and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response (400 words or less), will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike

Connects to transit tops with safe / comfortable areas for pedestrians to walk or wait

~~*RESPONSE (200 words or less):*~~

7. Risk Assessment (100 Points~~; 10 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 required Risk Assessment.

   A. *MEASURE:* Applications involving construction must complete the Risk Assessment. The Risk Assessment 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):*

SCORING GUIDANCE (100 Points)
The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points. The top-scoring project will receive full points. All remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*100 points or 57 points.

## 8. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total annual TAB-eligible project cost) and total points awarded.

A. *MEASURE: Calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the total annual TAB-eligible project cost by the total number of points awarded in the previous criteria.

Estimate and provide the annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equals the total annual project cost. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life.

Total annual project cost is the lump sum total project cost divided by the FTA "years of useful life" as listed here. As noted in the useful life table, operating costs should also be annualized. If the project has two or more components with differing years of useful life, annualize each component. If the project type is not listed in the document, use most similar project type or provide supporting documentation on useful life value used.

Applicants should include all operating and capital costs associated with implementing the entire project, even though the applicant may only be applying for part of these costs as part of the solicitation.

| 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 |

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Annual Operating Cost:_____
- Total Annual Capital Cost of Project:_____
- Total Annual Project Cost:_____
- Assumptions Used (Limit 1,400 characters; approximately 200 words):_____

- Cost effectiveness = total TAB-eligible project cost/total number of points awarded in previous criteria

SCORING GUIDANCE (100 Points)
The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points or 50 points.

**TOTAL: ~~1,000~~1,100 POINTS**

# Travel Demand Management (TDM) – Prioritizing Criteria and Measures

~~September 26, 2014~~January 8, 2016

~~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; congestion reduction/air quality; innovation; 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 (100 Points~~; 10 Percent of Total Points~~) - This criterion measures the existing regional transportation resources that can be capitalized on as part this project.~~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, as well as existing local activity centers. This criterion also measures the existing regional transportation resources that can be capitalized on as part this project.~~

A. *MEASURE:* Identify the existing regional transportation facilities and resources on which the project will capitalize (transit stations, key roadways, bikeways, etc.). (100 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

~~Reference the "Regional Economy" map generated at the beginning of the application process. Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (50 Points)~~

~~Upload the "Regional Economy" map used for this measure.~~

~~*RESPONSE (Select all that apply, based on the "Regional Economy" map):*~~

- ~~Direct connection to or within a Job Concentration: ☐ (50 Points)~~
- ~~Direct connection to or within an Educational Institution:☐ (40 Points)~~
- ~~Direct connection to or within a Manufacturing/Distribution Location: ☐ (40 Points)~~
- ~~Project provides a direct connection to or within an existing local activity center identified in an adopted county or city plan:☐ (30 Points)~~

~~*RESPONSE (City or county plan reference; 100 words or less):*~~

~~A. *MEASURE*: Identify the existing regional transportation facilities and resources on which the project will capitalize (transit stations, bikeways, etc.). (50 Points)~~

~~*RESPONSE (200 words or less):*~~

## 2. Usage (100 Points~~; 10 Percent of Total Points~~) – This criterion quantifies the project's impact by estimating the number of direct users of the TDM~~ project to help determine the overall cost effectiveness per user~~.

A. *MEASURE:* Calculate and provide the average weekday ~~total annual~~ users of the project~~ in order to calculate the cost effectiveness of the project per user~~. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. Applicants must describe their methodology for determining the number of project users. (100 Points)

- Cost Effectiveness = Total project cost / total annual users

*RESPONSE ~~(Cost Effectiveness will be automatically calculated)~~:*

- ~~Total Project Cost (entered in Estimate of Project Cost Form)~~
- Average Weekday~~nnual~~ Users:_____

*RESPONSE (Limit 2,800 characters; approximately 400 words ~~200 words or less~~):*

SCORING GUIDANCE (100 Points)
The applicant with the most users will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 90 users and the application being scored had 50, this applicant would receive (50/90)*100 points or 56 points.

Fifty percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

## 3. Equity and Housing Performance (150 Points~~; 15 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:* ~~Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map.~~ 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 low-income populations; people of color; children, people with disabilities, and the elderly. As part of the response, reference the "Socio-Econ" map generated at the beginning of the application process to identify if the project is located in Area of Concentrated Poverty with 50% or more of residents are people of color, Concentrated Area of Poverty, or census tracts above the regional average in poverty or populations of color.~~.~~ (80 Points)

~~Upload the "Socio-Econ" map used for this measure.~~

~~*RESPONSE (Select one, based on the "Socio-Econ" map):*~~

- ~~Project located in Racially Concentrated Area of Poverty: ☐ (0 to 80 Points)~~
- ~~Project located in Concentrated Area of Poverty: ☐ (0 to 64 Points)~~
- ~~Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 48 Points)~~
- ~~Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 32 Points)~~

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (80 Points)
The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

~~*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. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on an average score of the jurisdictions. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project

will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (105 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____ *(Cities and Townships entered by applicant)*
- Housing Score: _____

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Congestion Reduction/Air Quality (400 Points~~; 40 Percent of Total Points~~) – This criterion measures the project's ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project's implementation will have on air quality as measured by reductions in CO, $NO_x$, $CO_{2e}$, $PM_{2.5}$, and VOC emissions.

*A.* *MEASURE:* Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and/or single occupancy vehicle (SOV) trips. (200 Points)

*RESPONSE: (Limit 2,800 characters; approximately 400 words ~~200 words or less~~):*

SCORING GUIDANCE (200 Points)
The applicant with best response will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.
- The project is located in an area of traffic congestion served by one or more principal arterials or A-minors: Up to 60 Points, plus
- The project will reduce congestion and/or SOV trips in the project area: Up to 140 Points

*B.* *MEASURE:* The applicant must show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Calculate and provide the number of one-way commute trips reduced and the average commute trip length to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions Applicants must describe their methodology for determining the number of one-way trips reduced. (200 Points)

- VMT reduced = Number of one-way commute trips reduced * 12.1

(12.1 is the regional average commute trip length in miles as determined by the 2011 Travel Behavior Inventory, conducted by Metropolitan Transportation Services. You may use a number other than 12.1 if you know the commute length of your targeted market area).

**Emissions Factors**

- CO reduced = VMT reduced * 2.39
- $NO_X$ reduced = VMT reduced * 0.16
- $CO_{2e}$ reduced = VMT reduced * 366.60
- $PM_{2.5}$ reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

*RESPONSE (Emissions reduction will be automatically calculated):*

- Number of One-Way Commute Trips Reduced:_____
- Average Commute Trip Length (Default 12.1):_____
- *RESPONSE: (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (200 Points)

The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project reduced 5 kg and the application being scored reduced 4 kg, this applicant would receive (4/5)*200 points or 160 points.

Fifty percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

5. Innovation (200 Points~~; 20 Percent of Total Points~~) – This prioritizing criterion measures how well the project introduces new concepts to the region or expands to a new geographic region.. Innovative TDM projects may involve the deployment of new creative strategies for the region, expand the geographic scope of a project to a new geographic area, serve populations that were previously unserved, or incorporate enhancements to an existing program.

   A. *MEASURE:* Describe how the project is innovative or expands or expands the geographic area of an existing project. (~~100~~ 200 Points)

      *RESPONSE (Limit 2,800 characters; approximately 400 words):*

| SCORING GUIDANCE (100 Points)<br>The applicant will receive the full points shown for each of innovation categories based on the quality of the response. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points.<br>• Project introduces a new policy, program, or creative strategy: Up to 200 Points or<br>• Project expands the geographic scope of an existing project, serves or engages a new group of people, or significantly enhances an existing program: Up to 100 Points |
|---|

~~*RESPONSE (200 words or less):*~~

~~B. *MEASURE:* Describe how the project is new to a particular geographic area or population. (100 Points)~~

~~*RESPONSE (200 words or less):*~~

## 6. Risk Assessment (~~100 Points; 10 Percent of Total Points~~50 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 required Risk Assessment. Additionally, these measures will assess the~~ technical capacity of the applicant and their long-term strategy to sustain their proposed projects beyond the initial funding period.

~~A. *MEASURE:* Applications involving construction must complete the Risk Assessment. All other projects do not need to complete this form and will receive all possible points under this criterion if the project meets funding requirements. The Risk Assessment includes activities completed to date, as well as an assessment of risks (e.g., right of way acquisition, proximity to historic properties, etc.). (30 Points)~~

~~*RESPONSE (Complete Risk Assessment):*~~

~~B.~~A. *MEASURE:* Describe the technical capacity of the applicant's organization and what makes them well suited to deliver the project. (~~40~~ 25 Points)

*RESPONSE (200 words or less):*

SCORING GUIDANCE (25 Points)
The applicant will receive a maximum of the points listed below, based on the quality of their response (200 words or less). Highest scoring projects will be led by agencies with staff expertise in TDM, experience in the field, and adequate resources to deliver the project in a timely manner. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 15 points and the application being scored had 10, this applicant would receive (10/15)*25 points or 17 points.
• Organization has experience implementing similar projects: Up to 10 Points, plus
• Organization has adequate resources to implement the project in a timely manner: Up to 15 Points

~~C.~~B. *MEASURE:* Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project. (~~30~~ 25 Points)

*RESPONSE (Check one):*

- Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase: ☐ (25 Points)
- Applicant has identified potential funding sources that could support the project beyond the initial funding period: ☐ (15 Points)
- Applicant has not identified funding sources to carry the project beyond the initial funding period: ☐ (0 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (25 Points)

The applicant will receive a maximum of the points shown below based on the quality of their response. Applicants that receive the highest scores will have a financial plan in place to continue the project after the initial funding period. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 15 and the application being scored had 0, this applicant would receive (0/15)*25 points or 0 points.

~~*RESPONSE (200 words or less):*~~

7. Cost Effectiveness (100 Points) –This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 6 criteria.

A. *MEASURE: Calculate the cost* effectiveness *of the project.* Metropolitan Council staff will divide the TAB-eligible project cost (not including noise walls) by the total number of points awarded in the previous criteria (1-6).

- Cost effectiveness = total TAB-eligible project cost(not including noise walls)/total number of points awarded in previous criteria (1-6)

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Project Cost (entered in Project Cost Form):_____

SCORING GUIDANCE (TBD Points)
The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000)*100 points or 50 points.

**TOTAL: ~~1,000~~1,100 POINTS**

# Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

~~September 26, 2014~~January 8, 2016

~~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~~2015).

*A.* *MEASURE:* Reference the "RBTN Evaluation~~ and Major Barriers~~" map generated at the beginning of the application process. Draw the proposed trail on the map.~~Identify the location of the project relative to the RBTN, as depicted on the "Bicycle Transportation" map. If the project is not on or does not provide a direct connection to the RBTN, but is located on a local system within an adopted county or city plan, indicate this on the "Connection to Local Planning" section within the "Project Information" form.~~

Upload the "RBTN Evaluation~~ and Major Barriers~~" map used for this measure.

*RESPONSE (Select one, based on the "RBTN Evaluation and Major Barriers" map):*

- Tier 1, Priority RBTN Corridor (200 Points)
- Tier 1 RBTN Alignment (200 points)
- Tier 2, RBTN Corridor (175 Points)
- Tier 2, RBTN Alignment (175 Points)
- Direct connection to an RBTN Tier 1 corridor or alignment: (150 Points)
- Direct connection to an RBTN Tier 2 Corridor or Alignment (125 Points)~~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 city, or regional parks implementing agency plan. (50 Points)~~or city plan: ☐~~ (5~~2~~0 Points)

SCORING GUIDANCE (200 Points)
The applicant will receive the points shown in the above bullets based on the location of the project relative to the RBTN.

**RBTN Projects (Tier 1/Tier 2 corridors and alignments)**
To receive the available points associated with Tier 1 and Tier 2 corridors and alignments, a project must accomplish one of the following:

- Improve a segment of an existing Tier 1 or Tier 2 alignment beyond a simple resurfacing of the facility;
- Implement a currently non-existing segment of a Tier 1 or Tier 2 alignment within and along a Tier 1 or Tier 2 corridor; OR
- Connect directly to a specific Tier 1 or Tier 2 corridor or alignment of the RBTN.
  * Note: if connecting to a RBTN ***corridor***, the project must connect to a roadway or to the planned terminus of a trail in a way that makes possible a future connection to a potential RBTN alignment for the corridor.

**Projects that include both on-RBTN and off-RBTN improvements**
Projects will be scored based on the proportion of the project that is within and along a RBTN corridor or along a designated RBTN alignment as shown on the RBTN map. Specifically:

- Tier 1 projects with 50% or more of the project's length within and along a Tier 1 corridor or alignment will receive 200 points.
- Tier 2 projects with 50% or more of the project's length within and along a Tier 2 corridor or alignment will receive 175 points.
- A project with less than 50% of its length within and along a Tier 1 corridor or alignment will be considered a Tier 1 direct connection and will receive 150 points for providing the direct connection.
- A project with less than 50% of its length within and along a Tier 2 corridor or alignment will be considered a Tier 2 direct connection and will receive 125 points for providing the direct connection.
- A project with less than 50% of its length within and along a Tier 1 or Tier 2 corridor or along a Tier 1 or Tier 2 alignment, but with 50% or more of its length within and along a combined Tier 1/Tier 2 corridor or alignment will receive the number of points corresponding to the Tier level with the higher proportion of project length.

Note: Due to tiered scoring, it is possible that no, or multiple, projects will receive the maximum allotment of 200 points.

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

A. *MEASURE:* Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population and employment within one mile, as depicted on the "Population Summary" map. ~~Metropolitan Council staff will calculate the cost effectiveness of the project using the input population data and the total project cost reported in the General Information and Construction Cost Estimate forms.~~

Upload the "Population Summary" map used for this measure.

- ~~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 (Data from the "Population Summary" map):*

- Existing Population within 1 Mile (100 Points): _____
- Existing Employment within 1 Mile (100 Points):_____

SCORING GUIDANCE (200 Points)
The applicant with highest population will receive the full 100 points, as will the applicant with the highest number of jobs. Remaining projects will receive a proportionate share of the full points for population and jobs, respectively. As an example for population, projects will score equal to the existing population within 1 mile of the project being scored divided by the project with the highest population within 1 mile multiplied by the maximum points available for the measure (100). For example, if the application being scored had 1,000 people within 1 mile and the top project had 1,500 people, this applicant would receive (1,000/1,500)*100 points or 67 points.

- Existing population: 100 Points
- Existing employment: 100 Points

Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.

The highest-scoring application for this measure will be adjusted to receive the full 200 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 190 points, this applicant would receive (80/190)*200 points or 84 points.

## 3. Equity and Housing Performance (120 Points~~; 12 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:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. 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. (50 Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50)~~Racially Concentrated Area of Poverty~~: ☐ (0 to 50 Points)
- Project located in Area of Concentrated Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 31 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 19 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words~~200 words or less~~):*

SCORING GUIDANCE (50 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 50 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 50 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 20 points and the top project had 40 points, this applicant would receive (20/40)*50 points or 25 points.

*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. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. 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. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Length of Segment within City/Township:

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 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 2040 TPP ~~Twin Cities Regional Bicycle System Study (2014)~~. **Critical Bicycle Transportation Links** encompass several types of barriers that can disrupt the connectivity of the Regional Bicycle Transportation Network (RBTN) and ~~bicycle network and~~ isolate communities and key destinations. In addition to providing critical links, projects will be scored on their ability to correct deficiencies and improve the overall safety/security of an existing facility, or expand safe biking opportunities with a ~~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:* Discuss how the ~~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 a description of barriers and gap improvements for the 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 describe 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. The description should include the distance to and condition of the nearest parallel crossing of the barrier, 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 transportation network gap and/or provides a facility that crosses or circumvents a physical barrier** ☐ (0-90 Points)**:**
  Gap improvements can be on or off the RBTN and may include the following:
  - Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;
  - Improving bikeability to better serve all ability and experience levels by:
    - Providing a safer, more protected on-street facility;
    - Improving crossings at busy intersections (signals, signage, pavement markings); OR
    - Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.

  Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the

nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

- ~~**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 (Limit 2,800 characters; approximately 400 words~~200 words or less~~):*

SCORING GUIDANCE (90 Points)
The applicant will receive up to 90 points if the response shows that the project closes a gap and/or crosses or circumvents a physical barrier and up to 10 points if it improves continuity and/or connections between jurisdictions. The project that the most meets the intent of each the criteria will receive the maximum points (e.g., 90 points for the project that best overcomes a gap or barrier). Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

The highest-scoring application for this measure will be adjusted to receive the full 100 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 90 points, this applicant would receive (80/90)*100 points or 89 points.

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 local crash data for the project length is highly encouraged. 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):*

SCORING GUIDANCE (150 Points)

The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place each project into one of the two categories below based on if crash data is cited as part of the response. The project with the most extensive improvements will receive the full points for each category. Remaining projects will receive a share of the full points as listed below.

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportional share between 101 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): 101 to 150 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 100 points while other projects will receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points

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

### ~~Multimodal Connections (50 Points)~~

~~**Transit Connections**~~

~~A. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project and indirectly connected (within a one-mile radius of the project) to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Potential connections include transitway 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.~~

~~Upload the "Transit Connectivity" map used for this measure.~~

_____

~~**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.~~

~~*RESPONSE (Data from the "Transit Connectivity" map):*~~

- ~~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**~~

~~B. *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):*~~

~~**Multimodal Facilities (50 Points)**~~

~~C.~~A. *MEASURE:* Discuss any transit or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and pedestrian accommodations. ~~Also, describe the existing transit and pedestrian accommodations.~~ Furthermore, 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 and identify supporting studies or plans that address why a mode may not be incorporated in the project.

*RESPONSE (200 words or less):*

SCORING GUIDANCE (100 Points)
The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response, will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Projects that include the transit or pedestrian elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies.

Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.

## 6. Risk Assessment (130 Points~~; 13 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.

*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):*

SCORING GUIDANCE (130 Points)
The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*130 points or 74 points.

**7. Cost Effectiveness (100 Points)** – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost and total points awarded in the previous 6 criteria.

A. *MEASURE: Calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the TAB-eligible project cost by the total number of points awarded in the previous criteria (1-6).

- Cost Effectiveness = total TAB-eligible project cost/total number of points awarded in previous criteria (1-6)

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Project Cost (entered in Project Cost Form):_____

SCORING GUIDANCE (TBD Points)
The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000)*100 points or 50 points.

**TOTAL: ~~1,000~~1,100 POINTS**

# Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Prioritizing Criteria and Measures

~~September 26, 2014~~January 8, 2016

~~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 (~~100~~ 150 ~~Points; 10 Percent of Total~~ Points) - Tying regional policy (Thrive MSP 2040) to the Regional Solicitation, this criterion measures the regional significance of the project, including the project's connections to jobs and Educational Institutions, as defined in ThriveMSP 2040~~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, as well as existing local activity centers~~.

*A.* *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/2 mile of the project. Existing employment will be measured by summing the employment located in the Census block groups that intersect the 1/2-mile buffer. Enrollment at public and private post-secondary institutions will also be measured. (150 Points)~~Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area.~~

Upload the "Regional Economy" map used for this measure.

*RESPONSE (Select all that apply, based on the "Regional Economy" map):*

- Existing Employment:_____
  - Existing Post-Secondary Enrollment:_____ ~~Direct connection into, on an adjacent street, or within a Job Concentration: ☐ (100 Points)~~
- ~~Direct connection into, on an adjacent street, or within a Manufacturing/Distribution Location:☐ (50 Points)~~
- ~~Direct connection into, on an adjacent street, or within an Educational Institution:☐ (100 Points)~~
- ~~Project provides a direct connection into, on an adjacent street, or within an existing local activity center identified in an adopted county or city plan: ☐ (50 Points)~~

SCORING GUIDANCE (150 Points)

The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/2 mile and the top project had 1,500 workers/students, this applicant would receive (1,000/1,500)*150 points or 100 points. Using the Metropolitan Council model, all census block groups that are included within or intersect the buffer area around the project.

Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.

~~*RESPONSE (City or county plan reference; 100 words or less):*~~

## 2. Usage (~~200~~ 150 ~~Points; 20 Percent of Total~~ Points) - This criterion quantifies the project's potential usage based on ~~impact to~~ the existing population adjacent to the project.~~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:* Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population ~~and employment~~ within ~~a half~~1/2-mile, as depicted on the "Population Summary" map. ~~Metropolitan Council staff will calculate the cost effectiveness of the project using the input population data and the total project cost reported in the General Information and Construction Cost Estimate forms.~~

Upload the "Population Summary" map used for this measure.

- ~~Cost Effectiveness = Total project cost/existing population within a half-mile of the proposed pedestrian facility (100 Points)~~
- ~~Cost Effectiveness = Total project cost/existing employment within a half-mile of the proposed pedestrian facility (100 Points)~~

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

*RESPONSE (Data from the "Population Summary" map):*

- Existing Population within 1/2 Mile: _____
- ~~Existing Employment within 1/2 Mile:_____~~

SCORING GUIDANCE (150 Points)
The applicant with the highest population will receive the full 150 points, as will the applicant with the highest number of jobs. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 1,000 people within 1/2 mile and the top project had 1,500 people, this applicant would receive (1,000/1,500)*150 points or 100 points.

Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.

## 3. Equity and Housing Performance (120 Points~~; 12 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:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. 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. (50 Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ~~Racially Concentrated Area of Poverty:~~ ☐ (0 to 50 Points)
- Project located in Area of Concentrated Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 31 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 19 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words~~200 words or less~~):*

SCORING GUIDANCE (50 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

The highest-scoring application for this measure will be adjusted to receive the full 50 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 20 points and the top project had 40 points, this applicant would receive (20/40)*50 points or 25 points.

*B.* *MEASURE:* Metropolitan Council staff will award points to the project based on the ~~2014~~ 2015Housing Performance Score for the city or township in which the project is located. The

score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. 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. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Length of Segment within City/Township:

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Deficiencies and Safety (300 Points~~; 30 Percent of Total Points~~) – This criterion addresses the project's ability to improve the overall safety of an existing or future pedestrian facility. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

Note: Routine maintenance activities on a pedestrian facility ~~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:* Reference the "RBTN Evaluation and Major Barriers" map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian network. The applicant should include a description of barriers and gap improvements for the 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 describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (120 Points)

*RESPONSE (Check all that apply):*

- **Overcomes a physical barrier or system gap** ☐ (0-120 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (120 Points)
The applicant will receive up to 120 points if the response shows that the project overcomes a physical barrier or system gap. The project that most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose descriptions do not fulfill the intent of the criteria, will receive 0 points.

~~*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 local crash data for the project length is highly encouraged. 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. (180 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words~~200 words or less~~):*

SCORING GUIDANCE (180 Points)

The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place each project into one of the two categories below based on if crash data is cited as part of the response. The project with the most extensive improvements will receive the full points for each category. Remaining projects will receive a share of the full points as listed below.

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 180 points. The other projects in this category will receive a proportional share between 121 and 180 points (i.e., a project that reduces one-half of the crashes of the top project would receive 150 points): 121 to 180 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive a portion of the 120 points based on the quality of the project and response: 0 to 120 Points

The highest-scoring application for this measure will be adjusted to receive the full 180 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 160 points, this applicant would receive (80/160)*180 points or 90 points.

## 5. Multimodal ~~Facilities~~ Elements and Connections (150 Points~~; 15 Percent of Total Points~~) - This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

### ~~Multimodal Connections (50 Points)~~

#### ~~Transit Connections~~

~~A. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project and indirectly connected (within a one-mile radius of the project) to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Potential connections include transitway 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.~~

~~Upload the "Transit Connectivity" map used for this measure.~~

~~**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.~~

~~*RESPONSE (Data from the "Transit Connectivity" map):*~~

- ~~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 a half-mile of the project: _____~~
- ~~Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected within a half-mile of the project: _____~~

~~*RESPONSE (200 words or less):*~~

#### ~~Bicycle Connections~~

~~B. *MEASURE:* Identify the 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 bikeway identified in an adopted county or city plan or study. Applicants should also discuss any bikeway connections that will be constructed before the completion of the proposed project, or planned future connections. If the bikeway 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):*~~

~~**Multimodal Facilities (50 Points)**~~

~~C.~~A. *MEASURE:* Discuss any transit or bicycle elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and bicycle accommodations. Furthermore, address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why mode may not be incorporated into the project.

*RESPONSE (Limit 2,800 characters; approximately 400 words~~200 words or less~~):*

SCORING GUIDANCE (150 Points)
The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response, will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Projects that include the transit or bicycle elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies.

## 6. Risk Assessment (130 Points~~; 13 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.

~~*PROJECT SCORING:* Projects selected through this solicitation will be programmed for construction in 2017/2018/2019. The region must manage the federal funds in each year of the TIP. Projects are expected to be authorized in their program year in accordance with TAB's Regional Program Year Policy. Projects that do not have many risks and have already completed some of the work are more likely to be ready for funding authorization in the program year.~~

*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):*

SCORING GUIDANCE (130 Points)
The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*130 points or 74 points.

7. Cost Effectiveness Ratio (100 Points) – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 6 criteria.

A. *MEASURE: Calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the TAB-eligible project cost (not including noise walls) by the total number of points awarded in the previous criteria (1-6).

- Cost effectiveness= total TAB-eligible project cost (not including noise walls)/total number of points awarded in previous criteria (1-6)

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Project Cost (entered in Project Cost Form):_____

SCORING GUIDANCE (100 Points)
The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000)*100 points or 50 points.

**TOTAL: ~~1,000~~1,100 POINTS**

# Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

~~September 26, 2014~~January 8, 2016

## 1. Relationship between Safe Routes to School Program Elements (250 Points~~; 25 Percent of Total Points~~) - This criterion assesses the program's ability to integrate the Safe Routes to School Program Elements: Engineering, Education, Enforcement, Encouragement, and Evaluation (the 5 E's).

A. *MEASURE:* Describe how the SRTS program associated with the project addresses or integrates the 5 Es. The response should include examples, collaborations or partnerships, and planned activities in the near-term (within five years) to further illustrate the incorporation of the 5Es into the SRTS program associated with the project.

MnDOT Safe Routes to School guidance defines these elements as follows:

- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways. (0-50 points)
- **Education** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools. (0-50 points)
- **Enforcement -** Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of the schools (this includes enforcement of speeds, yielding to pedestrians, and proper walking and bicycling behaviors) and initiating community enforcements such as a crossing guard program. (0-50 points)
- **Encouragement -** Using events and activities to promote walking and bicycling. (0-50 points)
- **Evaluation -** Monitoring and documenting outcomes and trends through the collection of data before and after the project(s). (0-50 points)

*RESPONSE (Limit 2,800 characters; approximately 400 words~~400 words or less~~):*

SCORING GUIDANCE (250 Points)
The applicant will receive up to 50 points for each of the five sub-measures based on the program's ability to demonstrate the incorporation of each of the 5 E's through activities completed or to be implemented in the near-term (within five years). Applicants will receive up to the full points for each element at the scorer's discretion. The project that most meets the intent of each of the sub-measure will receive the maximum points (e.g., 50 points for the project that best meets the engineering element). Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

- Engineering: 0-50 Points
- Education: 0-50 Points
- Enforcement: 0-50 Points
- Encouragement: 0-50 Points
- Evaluation: 0-50 Points

The highest-scoring application for this measure will be adjusted to receive the full 250 points. Remaining projects will receive a proportionate share of the full points relative to the proportion of the full points assigned to the highest-scoring project. For example, if the application being scored had 100 points and the top project had 200 points, this applicant would receive (100/200)*250 points or 125 points.

2. Potential Usage (~~200~~ 250 Points~~; 20 Percent of Total Points~~) - This criterion quantifies the project's potential impact to existing population.

*A.* *MEASURE:* Average percent of student population that currently bikes, ~~or~~ walks, or takes public transit to school, as identified on the Safe Routes to School student travel tally worksheet. Public transit usage does not refer to school buses. Public transit usage should only be considered when the bus route does not have a stop at the school (since these students must walk or bike to get to the school grounds). As part of the required attachments, applicants should attach copies of all original travel tally documentation. (~~120~~ 170 Points)

*RESPONSE:*

- Average percent of student population:_____

SCORING GUIDANCE (170 Points)
The applicant with the highest average share of student population that currently bikes, walks, or takes public transportation to school will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 15 percent of the students and the top project had 30 points, this applicant would receive (0.15/0.30)*150 points or 75 points.

*B.* *MEASURE:* Student population within ~~a half~~ one mile of the elementary school, ~~or one mile of the~~ middle school, or high school served by the project. (80 Points)

*RESPONSE:*

- Student population within ~~a half-mile or~~one mile of the school:_____

SCORING GUIDANCE (80 Points)
The applicant with the highest student population within one mile of the school will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 150 students and the top project had 300 points, this applicant would receive (150/300)*80 points or 40 points.

## 3. Equity and Housing Performance (120 Points~~; 12 Percent of Total Points~~) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, and people with disabilities. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; students, 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. (50 Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ~~Racially Concentrated Area of Poverty:~~ ☐ (0 to 50 Points)
- Project located in Area of Concentrated Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 31 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes students, people with disabilities, or the elderly: ☐ (0 to 19 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words ~~200 words or less~~):*

SCORING GUIDANCE (50 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 50 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 50 points. Remaining projects will receive a proportionate share of the full points equal to the points. For example, if the application being scored had 20 points and the top project had 40 points, this applicant would receive (20/40)*50 points or 25 points.

*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. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. 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. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Length of Segment within City/Township:

SCORING GUIDANCE (70 Points)
The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Deficiencies and Safety (250 Points~~; 25 Percent of Total Points~~) - This criterion addresses the project's ability to improve the overall safety of the proposed project area. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

A. *MEASURE:* Reference the "RBTN Evaluation and Major Barriers" map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian/bicycle network serving a K-12 school. The applicant should include a description of barriers and gap improvements for the project in context with the existing bicycle or pedestrian network serving the school(s). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle and pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

*RESPONSE ((Check all that apply):*

- Overcomes a physical barrier or system gap ☐ (0-100 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (100 Points)
The applicant will receive up to 100 points if the response shows that the project overcomes a physical barrier or system gap. The project that the most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose descriptions do not fulfill the intent of the criteria, will receive 0 points.

~~*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 or within the project site. Address how these improvements will make bicycling and walking to the school a safer and appealing transportation alternative. 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 local crash data for the project length is highly encouraged. 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. Qualitative data from parent surveys, other internal survey data, or stakeholder engagement supporting the safety/security improvements or deficiencies should also be addressed. (150 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words ~~200 words or less~~):*

SCORING GUIDANCE (150 Points)

The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place each project into one of the two categories below based on if crash data or other qualitative data is cited as part of the response. Improvements that are supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement should be scored highest. The project with the most extensive improvements will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer's discretion.

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Applicant also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency, supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportionate share between 101 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): 101 to 150 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/car, pedestrian/car, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 100 points while other projects will receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points

## 5. Multimodal Facilities (Transit) and Connections (50 Points; 5 Percent of Total Points) - This criterion measures how the project provides strong connections to fixed-route transit stops and stations.

A. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project and indirectly connected to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Indirectly connected transit stops or stations must be served by an existing bicycle or pedestrian facility and cannot be located further than a half-mile from an elementary school, or one mile from a middle or high school served by the project. Additionally, applicants should provide the average number of students currently using public transit to travel to school, as well as information regarding the school's public transit policy in the response, if applicable.

Upload the "Transit Connectivity" map used for this measure.

Potential connections include transitway 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.

**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

*RESPONSE (Data from the "Transit Connectivity" map):*

- 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 a half-mile of the elementary school or one mile of a middle/high school: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected within a half-mile of the elementary school or one mile of a middle/high school: _____

*RESPONSE (200 words or less):*

## 6. Public Engagement/Risk Assessment (130 Points~~; 13 Percent of Total Points~~) - This criterion measures the planned public engagement, the number of risks associated with the project, and the steps already completed in the project development process~~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:* Describe the public engagement process that will be used to include partners and stakeholders (e.g., schools parents, law enforcement, road authorities, and other impacted community members) and build consensus during the development of the proposed project. The number and types of meetings to be held, notices or other notification distributed, stakeholder contacts, adoption of the SRTS plan by the community and school district, and any additional descriptive information should be included in the discussion of the engagement process. As part of the required attachments, copies of all parent survey results must also be attached to the application. The applicant should note if parent surveys were not collected as part of the SRTS planning process. (45 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words~~200 words or less~~):*

SCORING GUIDANCE (45 Points)
The applicant will be scored on the comprehensiveness and quality of the planned public engagement activities. Additionally, applicants with a project selected through a public engagement process should score higher than projects without this engagement step. Community support, as displayed through parent surveys, stakeholder contacts, and/or adoption of the SRTS plan by the community and school district, should also be considered in the scoring. Note: parent surveys are attached for MnDOT informational purposes only.

The project with the most extensive near-term engagement process (current year through project construction year), including any completed engagement activities for the proposed project, will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

B. *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.). (85 Points)

*RESPONSE (Complete Risk Assessment):*

SCORING GUIDANCE (85 Points)
The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*85 points or 49 points.

7. **Cost Effectiveness (100 Points)** – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost and total points awarded in the previous five criteria.

   A. *MEASURE: Calculate the cost* effectiveness *of the project.* Metropolitan Council staff will divide the TAB-eligible project cost) by the total number of points awarded in the previous criteria (1-6).

   - Cost effectiveness = total TAB-eligible project cost/total number of points awarded in previous criteria (1-6)

   *RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

   - Total Project Cost (entered in Project Cost Form):_____

| SCORING GUIDANCE (100 Points)<br>The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000)*X 100 points or 50 points. |
|---|

**TOTAL: ~~1,000~~1,100 POINTS**