Traffic Management Technologies (Roadway System Management) – Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund traffic technology projects that reduce delay, emissions, and crashes.

Definition: An Intelligent Transportation System (ITS) or similar project that primarily benefits roadway users. Traffic Management Technology projects can include project elements along a single corridor, multiple corridors, or within a specific geographic area such as a downtown area. To be eligible, projects must make improvements to at least one A-minor arterial or non-freeway principal arterial. Projects that are more transit-focused must apply in the Transit Modernization application category.

Examples of Traffic Management Technology Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and peds
- Other emerging ITS technologies
- New/replacement traffic mgmt. centers
- New/replacement traffic communication
- New/replacement CCTV cameras
- New/replacement variable message signs & other info improvements
- Incident management coordination
- Vehicle to Infrastructure Technology

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**175**	**16%**
Measure A - Functional classification of project	50	
Measure B - Regional Truck Corridor Study Tiers	50	
Measure C - Integration within existing traffic management systems	50	
Measure D - Coordination with other agencies	25	
2. Usage	**125**	**11%**
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Affordable Housing ~~Performance~~	**100**	**9%**
Measure A - ~~Benefits and outreach to disadvantaged populations~~Engagement	350	
Measure B - Equity population benefits and impacts	40	
Measure ~~B~~C - ~~Housing Performance Score / a~~Affordable housing ~~connection~~access	350	
4. Infrastructure Age	**75**	**7%**
Measure A - Upgrades to obsolete equipment	75	
5. Congestion Reduction/Air Quality	**200**	**18%**

Criteria and Measures	Points	% of Total Points
Measure A - Congested roadway	150	
Measure B - Emissions and congestion benefits of project	50	
6. Safety	**200**	**18%**
Measure A - Crashes reduced	50	
Measure B – Safety issues in project area	150	
7. Multimodal Elements and Existing Connections	**50**	**5%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
8. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**9%**
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

1. Role in the Regional Transportation System and Economy (175 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, aligns with the Regional Truck Corridor Study, and integrates with existing traffic management systems, and provides coordination across agencies. The project must be located on at least one non-freeway principal arterial or A-minor arterial.

A. **MEASURE:** Reference the functional classification(s) that the project would serve. Investment in a higher functionally classified roadway (i.e., the principal arterial system) serves a more regional purpose and will result in more points.

RESPONSE (Select one):

- The majority of the project funds will be invested on the principal arterial system: ☐ (50 points)
- The majority of the project funds will be invested on the A-minor arterial system: ☐ (25 points)
- The majority of the project funds will be invested on the collector or local system with some investment either on the principal arterial or A-minor arterial system: ☐ (0 points)

SCORING GUIDANCE (50 Points)

The scorer will assign points based on which of the above scores applies. Note that multiple applicants are able to score the maximum point allotment. If no applicant scores 50 points, the 25-point projects will be adjusted to 50 points, while the zero-point projects will remain at zero.

B. **MEASURE**: This criterion relies on the results of the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total

traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors.* (50 points)

~~Use the final study report for this measure~~:

RESPONSE (Select one for your project, based on the updated 2021 Regional Truck Corridors ~~Study~~):

- The majority of the project funds will be invested on either a Tier 1, Tier 2, or Tier 3 corridor: ☐ (50 Points) Miles (to the nearest 0.1 miles):_____
- A majority of the project funds will NOT be invested on a Tier 1, Tier 2, or Tier 3 corridor, but at least 10 percent of the funds will be invested on these corridors: ☐ (25 Points) Miles (to the nearest 0.1 miles) :_____
- No project funds will be invested on a Tier 1, Tier 2, or Tier 3 corridor: ☐ (0 Points)

SCORING GUIDANCE (50 Points)

The scorer will assign points based on which of the scores applies. Note that multiple applicants can score the maximum point allotment. If no applicant scores 50 points, the 25-point projects will be adjusted to 50 points, while the zero-point projects will remain at zero.

C. **MEASURE**: Discuss how the proposed project integrates and/or builds on existing traffic management infrastructure (examples of systems include traffic signal systems, freeway management systems, and incident management systems). (50 Points)

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

SCORING GUIDANCE (50 Points)

The applicant will describe how the project would build on other infrastructure and management systems. Prioritizing projects that complement existing infrastructure and management methods, the scorer will award the full share of points to the project that best builds on other infrastructure and management systems. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative.

D. **MEASURE**: Demonstrate how the project provides or enhances coordination among operational and management systems and/or jurisdictions. (25 points)

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

SCORING GUIDANCE (25 Points)

The project that best provides or enhances coordination among operational and management systems and/or jurisdictions will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

2. *Usage (125 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 daily transit ridership. If more than one corridor or location is included in the project, then the applicant should select the corridor where the most investment is being made with the project. The applicant must identify the location along the project length and provide the current AADT volume from the *MnDOT Traffic Mapping Application*.~~*MnDOT 50-series maps* (select Twin Cities Metro Area Street Series under Traffic Volume (AADT))~~ Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume from the MnDOT Traffic Mapping Application (instructions under the Help Document). Reference the "Transit Connections" map for transit routes along the project. 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 (2019)

RESPONSE:

- Location:_____
- Current AADT volume:_____
- Existing transit routes at the location noted above:_____

Upload the "Transit Connections" map.

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 people and the top project had a daily person throughput of 1,500 people, this applicant would receive (1,000/1,500) *85 points or 56 points.

B. **MEASURE**: Provide the forecast (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 (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. (40 points)

RESPONSE:

- Use Metropolitan Council model to determine forecast (2040) ADT volume☐
- If checked, METC Staff will provide Forecast (2040) ADT volume ☐

OR

RESPONSE:

- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume☐
- Forecast (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 Affordable Housing ~~Performance~~ (100 Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, older adults, and residents of affordable housing ~~and the elderly~~. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. **~~Sub-measure~~**: ~~Equity Population~~ Engagement (0 to 30~~20~~ points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults, and residents in affordable housing. ~~and the elderly.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults~~the elderly~~ within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged ~~and provided outreach to~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?

2. How did you engage ~~and how the input is reflected in the projects' purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous,~~; feedback from these populations identifying potential positive~~ and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or ~~negative elements of the proposed project through engagement, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 40~~30~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults. ~~and the elderly.~~ All projects must mitigate potential negative benefits as required under federal law.~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 30 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults~~the elderly~~. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;
- ~~-~~public health benefits;
- ~~-~~direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and~~

~~investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(-10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~and the elderly created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B. Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

B. MEASURE: Affordable Housing Access (0 to 30 points)~~.~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**~~points)~~ Those projects that score at least 80% of the maximum total points available through Measures A, B,~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- ~~25 points to projects within an Area of Concentrated Poverty with 50% or more people of color~~
- ~~20 points to projects within an Area of Concentrated Poverty~~
- 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- ~~Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): ☐~~
- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- 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~~: ☐

SCORING GUIDANCE (0 to 25~~50~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 80~~., 40~~ points for the Roadway applications)~~,~~ the project will receive Bonus points as described. ~~under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information.

Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using the percent of total funds to be spent 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.

RESPONSE:

- City/Township: _____
- Total project cost: _____
- Funds to be spent within each City/Township: _____
- Percent of total funds to be spent within City/Township: _____

Part 2 (10 points): Affordable Housing Access

This measure is a qualitative scoring measure. Describe and map any affordable housing developments — planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.

Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.

RESPONSE:

(Limit 2,100 characters; approximately 300 words):

SCORING GUIDANCE (50 Points)

Part 1 (40 points): The applicant with the highest 2019 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)*40 points or 24 points.

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 funds spent 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), the project's total score will be adjusted as a result. If this is the case, the hold-harmless method will be used: the total points possible in the application will be 960 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 960, then multiplied by 1,000. Therefore, a project scoring 900 out of 960, will equate to 938 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 Housing Performance Score (or weighted average) and the hold-harmless method should be used. This will result in a total score that will be somewhere between 960 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale. NOTE: Any community without a Housing Performance Score in 2019 will be awarded the better of its new score in 2020 and the above method. NOTE: in these cases, the raw points from Part 2 will be included in the 960-point total.~~

~~Part 2 (10 points): The project that best provides meaningful improvements to access to the affordable housing units will receive the full 10 points. Multiple projects may receive the highest possible score of 10 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.~~

~~Final Score (50 points): The scores in Parts 1 and 2 will be totaled. If no application gets 50 points, the highest-scoring project will be awarded 50 points, with other projects adjusted proportionately.~~

~~Note: Metropolitan Council staff will score this measure.~~

4. *Infrastructure Age (75 Points)*

This criterion will assess the degree to which functionally obsolete infrastructure elements are being replaced and improved.

A. **MEASURE**: Describe how various equipment will be improved or replaced as part of this project relative to its age and whether it is functionally obsolete.

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

SCORING GUIDANCE (75 Points)

The project that best provides for stewardship of public funds and resource by replacing functionally obsolete equipment and finding cost-effective solutions to upgrade viable equipment will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

5. *Congestion Reduction/Air Quality (200 Points)*

This criterion measures the project's ability to make improvements in congested corridors using speed data from the Congestion Management Process Plan. The project will also be measured based on its ability to reduce emissions.

MEASURE: Council staff will provide travel speed data to compare the peak hour travel speed in the project area to free flow conditions on the "Level of Congestion" map. If more than one corridor or location is included in the project, then the applicant should select the corridor on which the most investment is being made with the project. The applicant must identify the corridor as part of the

response. ~~It is anticipated that the Congestion Management Process Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle.~~ (150 Points)

RESPONSE:

- Corridor:_____
- Corridor Start and End Points:_____
- Free-Flow Travel Speed:_____
- Peak Hour Travel Speed:_____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (online calculation):_____

Upload the "Level of Congestion" map used for this measure.

SCORING GUIDANCE (150 Points)

The applicant with the most congestion (measured by the largest percentage decrease in peak hour travel speeds relative to free flow conditions) will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*150 points, or 75 points.

B. **MEASURE**: Discuss how the project will reduce emissions and congestion. The applicant should focus on any reduction in CO, NOX, and VOC. Projects on roadways that provide relief to congested, parallel principal arterial roadways should reference the current MnDOT Metro Freeway Congestion Report and discuss the systemwide emissions and congestion impact of the proposed improvements.

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

SCORING GUIDANCE (50 Points)

The project that is most likely to reduce emissions and congestion will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

6. Safety (200 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.

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 latest MnDOT Metro District Highway Safety Improvement Program (HSIP) application (*www.dot.state.mn.us/stateaid/trafficsafety.html*). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length ~~using the MnDOT TIS system average~~ for calendar years ~~2016~~ 2018 through ~~2018~~2020. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. MnCMAT data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. 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 (*www.dot.state.mn.us/stateaid/trafficsafety.html*) that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: *http://www.cmfclearinghouse.org/*. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created. Applicants have the option to use these crash modification factors (posted on the Metropolitan Council's Regional Solicitation website, under Application Resources) or find a more appropriate one on FHWA's Clearinghouse.

This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE:

- Crash Modification Factors Used (Limit 700 characters; approximately 100 words): _____
- Rationale for Crash Modifications Selected (Limit 1,400 characters; approximately 200 words): _____
- Project Benefit ($) from B/C ratio: _____
- Total Fatal (K) Crashes: _____
- Total Serious Injury (A) Crashes: _____
- Total Non-Motorized Fatal and Serious Injury Crashes: _____
- Total Crashes: _____
- Total Fatal (K) Crashes Reduced by Project: _____
- Total Serious Injury (A) Crashes Reduced by Project: _____
- Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: _____
- Total Crashes Reduced by Project: _____

Upload Crash Modification Factors and B/C Worksheet.

SCORING GUIDANCE (50 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)* 50 points or 34 points.

B. **MEASURE**: Discuss how the project will improve safety issues in the project area. As part of the response, the applicant may want to reference the project relative to County Highway Safety

Plan or similar planning documents and what the project will specifically do to improve the safety issue.

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

SCORING GUIDANCE (150 Points)

The project that will provide the most safety benefits and alleviate identified safety concerns will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

7. Multimodal Elements and Existing Connections (50 Points)

This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, 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.

A. **MEASURE**: Describe how the project positively affects the multimodal system.

- Discuss any bicycle, pedestrian, or transit 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. 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).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (50 Points)

The project that most positively affects the multimodal system 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. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN) regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

8. *Risk Assessment (75 Points)*

This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks 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):

Please check those that apply and fill in anticipated completion dates for all projects~~, except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~List Dates of most recent meetings and outreach specific to this project:~~

- ~~Meeting with general public: _____~~
- ~~Meeting with partner agencies: _____~~
- ~~Targeted online/mail outreach: _____~~
  - ~~Number of respondents: _____~~

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. **Layout (25 Percent of Points)**
   Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

   100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points.~~-~~ **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

   75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

   25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

   0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. **Review of Section 106 Historic Resources (15 Percent of Points)**

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

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)*75 points or 43 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 number of points awarded in the previous criteria by the TAB-eligible project cost (not

including noise walls). If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

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

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):_____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Enter amount of any outside, competitive funding (attach documentation of award): _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Spot Mobility and Safety

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund lower-cost, at-grade intersection projects that reduce delay and crashes.

Definition: An at-grade intersection or corridor-level intersection improvement project that focuses on mobility and safety (described as a Regional Mobility project under Spot Mobility in the TPP). New interchanges or projects that add new thru lane capacity (e.g., two-lane to four-lane expansions) should apply in the Strategic Capacity application category. Projects that address mobility and safety at multiple intersections on a corridor are encouraged. However, projects that propose to reconstruct the roadway for the length of the corridor should apply in the Roadway Reconstruction/Modernization application category.

Examples of Spot Mobility and Safety Projects:

- New or extended turn lanes at one or more intersections
- New intersection controls such as roundabouts or traffic signals
- Unsignalized or signalized reduced conflict intersections
- Other innovative/alternative intersection designs such as green t-intersections

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**~~175~~115**	**~~16~~10%**
Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or Congestion Management Safety Plan Opportunity Areas	~~100~~70	
Measure B - Regional Truck Corridor Study Tiers	~~75~~45	
2. Equity and Affordable Housing ~~Performance~~	**100**	**9%**
Measure A - ~~Benefits and outreach to disadvantaged populations~~Engagement	3~~5~~0	
Measure B - Equity population benefits and impacts	40	
Measure ~~B~~C - ~~Housing Performance Score / a~~Affordable housing ~~connection~~access	3~~5~~0	
3. Congestion Reduction/Air Quality	**275**	**25%**
Measure A - Vehicle delay reduced	200	
Measure B - Kg of emissions reduced	75	
4. Safety	**~~275~~335**	**~~25~~30%**
Measure A - Crashes reduced	~~225~~235	
Measure B - Pedestrian Crash Reduction (Proactive)	~~50~~100	
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	

Criteria and Measures	Points	% of Total Points
7. Cost Effectiveness	**100**	**9%**
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

1. Role in the Regional Transportation System and Economy (~~175~~ 115 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 the congestion in the project area, congestion levels along the regional transportation system near the project, how it aligns with the Principal Arterial Intersection Conversion Study, Congestion Management Safety Plan IV, , and the Regional Truck Corridor Study.

A. **MEASURE**: Identify the level of congestion within the project area. This measure uses speed data as was used as part of the Congestion Management Process (CMP) Plan. It is anticipated that the CMP Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. Also, identify the level of congestion on a parallel route and how the project area is prioritized in the Principal Arterial Intersection Conversion Study and Congestion Management Safety Plan IV. Respond to each of the four sub-sections below. Projects will get the highest score of the four sub-sections.

Congestion within Project Area:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

RESPONSE:

- Free-Flow Travel Speed: _____
- Peak Hour Travel Speed: _____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): _____

Upload the "Level of Congestion" map used for this measure.

Congestion on adjacent Parallel Routes:

The measure will analyze the level of congestion on an adjacent parallel A-minor arterial or principal arterial to determine the importance of the roadway in managing congestion on the Regional Highway System. Council staff will provide travel speed data on an applicant-selected adjacent parallel route that is adjacent to the proposed project on the "Level of Congestion" map. The analysis will compare the peak hour travel speed on an adjacent parallel route to free-flow conditions on this same route to understand congestion levels in the area of the project, which correlates to the role that the project plays in the regional transportation system and economy. The applicant must identify the adjacent parallel corridor as part of the response. The end points of this adjacent parallel corridor must align as closely as possible to the project end points.

RESPONSE:

- Adjacent Parallel Corridor: _____
- Adjacent Parallel Corridor Start and End Points: _____
- Free-Flow Travel Speed): _____
- Peak Hour Travel Speed: _____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): _____

Upload the "Level of Congestion" map used for this measure.

Principal Arterial Intersection Conversion Study:

The measure relies on the results of the Principal Arterial Intersection Conversion Study, which prioritized non-freeway principal arterial intersections. In addition to interchange projects, other lane expansion projects that make improvements to a low-, medium-, or high-priority intersection can also earn points in this measure.

Use the final study report for this measure: *metrocouncil.org/PAICs*

RESPONSE *(Select one for your project, based on the Principal Arterial Intersection Conversion Study)*:

- Proposed at-grade project that reduces delay at a High Priority Intersection: ☐ (~~100~~ 70 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection: ☐ (~~90~~ 65 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection: ☐ (~~80~~ 60 Points)
- Not listed as a priority in the study: ☐ (0 Points)

Congestion Management Safety Plan IV:

The measure relies on the results on MnDOT's Congestion Management Safety Plan IV (CMSP IV), which prioritized lower cost/high benefit, spot mobility projects on MnDOT-owned roadways. For the Regional Solicitation, only the CMSP opportunity areas on the A-minor arterial or non-freeway principal arterial systems are eligible. Principal arterial projects on the freeway system are not eligible for funding per TAB-adopted rules.

Use the final list of *CMSP IV opportunity area locations* as depicted in the 2040 Transportation Policy Plan (2018).

RESPONSE (Select one for your project):

- Proposed at-grade project that reduces delay at a CMSP opportunity area: ☐ (~~100~~ 70 Points)
- Not listed as a CMSP priority location: ☐ (0 Points)

SCORING GUIDANCE (~~100~~ 70 Points)

Due to the four scoring methods, more than one project can score the maximum points. In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 3A. If the project does not reduce delay, then it will score 0 points for this measure.

Congestion within Project Area: The applicant with the most congestion within the project area (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow

conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*100 points, or 50 points. If the project covers more than one segment of speed data, the applicants can use the one that is most beneficial to their score.

Congestion on adjacent Parallel Routes: The applicant with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*~~100~~ 70 points, or ~~50~~ 35 points. Applicants can use the adjacent parallel route that is most beneficial to their score.

Principal Arterial Intersection Conversion Study: Projects will be scored based on their Principal Arterial Intersection Conversion Study priorities.

Congestion Management and Safety Plan IV: Projects will be scored based on whether their project location is in a Congestion Management and Safety Plan opportunity area.

The scorer will assess if the applicant would score highest with congestion on adjacent parallel routes part of the measure, the Principal Arterial Intersection Conversion Study part of the measure, or the CMSP IV part of the measure and give the applicant the highest of the four scores out of a maximum of ~~1000~~ 70 points.

Note: Due to the use of multiple sub-sections, multiple applicants may receive the full ~~100~~ 70 points.

B. **MEASURE**: This criterion relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors.* (75 points)

~~Use the final study report for this measure~~:

RESPONSE: (Select one for your project, based on the updated 2021 Regional Truck Corridors ~~Study~~):

- Along Tier 1: ☐ Miles (to the nearest 0.1 miles): _____
- Along Tier 2: ☐ Miles (to the nearest 0.1 miles): _____
- Along Tier 3: ☐ Miles (to the nearest 0.1 miles) _____
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐
- None of the tiers: ☐

SCORING GUIDANCE (~~75~~ 45 Points)

Applicants will be awarded points as assigned in the above tiers:

- Projects along Tier 1: ~~75~~ 45 points
- Projects along Tier 2: ~~65~~ 40 points
- Projects along Tier 3: ~~55~~ 35 points
- Projects that that provide a direct and immediate connection to a corridor: 10 points.
- None of the tiers: 0 points

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to ~~75~~ 45 points, with the others adjusted proportionately.

Note: Due to the use of tiered scoring, multiple applications can receive the full points.

2. Equity and Affordable Housing ~~Performance~~ (100 Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, older adults, and residents of affordable housing ~~and the elderly~~. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. **~~Sub-measure~~**: ~~Equity Population~~ Engagement (0 to 30~~20~~ points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults, and residents in affordable housing. ~~and the elderly.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults~~the elderly~~ within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged ~~and provided outreach to~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input is reflected in the projects' purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?

3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous,~~; feedback from these populations identifying potential positive~~ and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or ~~negative elements of the proposed project through engagement, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 40~~30~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults. ~~and the elderly.~~ All projects must mitigate potential negative benefits as required under federal law.~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 30 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults~~the elderly~~. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;
- ~~-~~public health benefits;
- ~~-~~direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~and the elderly created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B.~~ **MEASURE**: Affordable Housing Access (0 to 30 points). ~~Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS):** ~~**points)**~~ Those projects that score at least 80% of the maximum total points available through Measures A, B, ~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- ~~25 points to projects within an Area of Concentrated Poverty with 50% or more people of color~~
- ~~20 points to projects within an Area of Concentrated Poverty~~
- 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- ~~Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): ☐~~
- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- 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~~: ☐

SCORING GUIDANCE (0 to 25~~50~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 80~~., 40~~ points for the Roadway applications)~~,~~ the project will receive Bonus points as described~~ under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information~~

~~Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using length or population of the project in each jurisdiction. For stand-alone intersection,~~

~~bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer. 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.~~

~~**RESPONSE**: (NOTE: The below bullets vary slightly by funding category)~~

- ~~City/Township: _____~~
- ~~Total project cost: _____~~
- ~~Length of Segment (For stand-alone projects, enter population from Regional Economy map) within each City/Township: _____~~
- ~~Percent of total funds to be spent within City/Township: _____~~

~~**Part 2 (10 points): Affordable Housing Access**~~

~~This measure is a qualitative scoring measure. Describe and map any affordable housing developments — planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.~~

~~Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.~~

~~**RESPONSE**:~~

~~(Limit 2,100 characters; approximately 300 words):~~

3. Congestion Reduction/Air Quality (275 Points)

This criterion measures the project's ability to reduce intersection delay and emissions during peak hour conditions. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions.

A. **MEASURE**: Conduct a capacity analysis at one or more of the intersections being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday 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 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 can added together to determine the total delay reduced 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, saturation flow rates, volumes, and simulation
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals). Use the setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- 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
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year
- For most projects, the volumes with and without the project should be the same; however, some project types such as new roadways, new ramps, or new interchanges may have different volumes.

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

RESPONSE:

- 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):_____ (automatically calculated)
- Volume without the Project (Vehicles Per Hour): _____
- Volume with the Project (Vehicles Per Hour): _____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____ (automatically calculated)

EXPLANATION of date of last signal retiming for signalized corridors (Limit 1,400 characters; approximately 200 words):

Upload Synchro or HCM Report

SCORING GUIDANCE (200 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 points. 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)*200 points, or 40 points.

B. **MEASURE**: Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NOX, VOC) due to the project. The applicant should include the appropriate Synchro or 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.

- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE (Calculation):

- Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):_____
- Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):_____
- Total (CO, NOX, 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 (75 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)*75 points or 45 points.

4. Safety (~~275~~ 335 Points)

This criterion addresses the project's ability to correct deficiencies and improve the overall safety of an existing roadway facility. It will assess the project's monetized safety benefits.

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 latest Highway Safety Improvement Program (HSIP) application (*www.dot.state.mn.us/stateaid/trafficsafety.html*). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length ~~using the MnDOT TIS system average~~ for calendar years 2016 through 2018. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. MnCMAT data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. 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 (www.dot.state.mn.us/stateaid/trafficsafety.html) that identifies the resulting benefit associated

with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: *http://www.cmfclearinghouse.org/*. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created. Applicants have the option to use these crash modification factors (posted on the Metropolitan Council's Regional Solicitation website, under Application Resources) or find a more appropriate one on FHWA's Clearinghouse.

This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE:

- Crash Modification Factors Used (Limit 700 characters; approximately 100 words): _____
- Rationale for Crash Modifications Selected (Limit 1,400 characters; approximately 200 words): _____
- Project Benefit ($) from B/C ratio: _____
- Total Fatal (K) Crashes: _____
- Total Serious Injury (A) Crashes: _____
- Total Non-Motorized Fatal and Serious Injury Crashes: _____
- Total Crashes: _____
- Total Fatal (K) Crashes Reduced by Project: _____
- Total Serious Injury (A) Crashes Reduced by Project: _____
- Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: _____
- Total Crashes Reduced by Project: _____

Upload Crash Modification Factors and B/C Worksheet.

SCORING GUIDANCE (~~225~~ 235 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)*~~225~~ 235 points or ~~155~~ 162 points.

B. **MEASURE**: Pedestrian Safety Measure in Roadway Applications

Determine if these measures do not apply to your project.
Does the project match either of the following descriptions?

☐ Project is primarily a freeway (or transitioning to a freeway) **and** does not provide safe and comfortable pedestrian facilities and crossings.

☐ Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) **and** project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides).

If either of the items above are checked, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

- **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**
  Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links. (Limit 2,800 characters; approximately 400 words)

  _____
  _____
  _____
  _____

  Considerations

  Is the distance in between signalized intersections increasing (e.g., removing a signal)?
  - No
  - Yes. If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.). (Limit 1,400 characters; approximately 200 words)

    _____
    _____

  - Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).
    - No
    - Yes. If yes:
      - How many intersections will likely be affected? _____
      - Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.) (Limit 1,400 characters; approximately 200 words)

        _____
        _____

      - If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the

detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks). (Limit 1,400 characters; approximately 200 words):

_____

_____

- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity). (Limit 1,400 characters; approximately 200 words)

  _____

  _____

- **Describe how motorist speed will be managed in the project design, both for through traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). (Limit 2,800 characters; approximately 400 words)

  _____

  _____

  _____

  _____

  - If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions? (Limit 1,400 characters; approximately 200 words)

    _____

SCORING GUIDANCE (33.3 Points)

Projects that will provide the most improvement to pedestrian safety across the two questions will receive full points. Other projects will receive a share of the full points, based on scorer's discretion, considering the following scoring guidance. Weight the responses to each of these questions equally and consider them cumulatively when scoring. If mid-block crossings are not applicable for the project, and the applicant's explanation adequately shows that pedestrian needs are still being safely met, do not penalize the applicant.

See the *FHWA STEP Studio* resource, *FHWA STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, *NCHRP Report 926: Guidance to Improving Pedestrian and Bicyclist Safety at Intersections*, and related resources referenced in the application prompt for state-of-practice guidance on pedestrian-oriented safety design and treatments.

Assume that pedestrians may need to travel along and across the entire extent of the project, and evaluate how well the pedestrian safety countermeasures described serve those needs. Projects that serve those needs with the greatest safety and least pedestrian delay, detour, or discomfort should score highest. For example, projects that provide safe at-grade crossings or comfortable tunnels with

minimal detour and elevation change should score higher than projects that include pedestrian bridges requiring lengthy detours and elevation change. Projects that provide frequent crossing opportunities or crossing opportunities well-aligned with transit or other likely places with pedestrian crossing needs should score higher than projects that have infrequent or non-existent protected crossings.

Consider how safely, easily, and comfortably children, older adults, and people with disabilities will be able to navigate crossing the street. Score projects more highly if the safety countermeasures selected are designed to be comfortably used by people of all ages and abilities.

Consider pedestrian-oriented safety treatments in context with motor vehicle design elements. If there are motor vehicle design elements that raise concerns about pedestrian safety (e.g., increased speed, increased crossing distance) that are not fully mitigated by the pedestrian safety countermeasures described, consider a lower score. For roadway expansion projects, where all projects *by definition* will be increasing crossing distance, consider how much additional distance is added as well as the types of countermeasures being considered. If the only element causing an increase in crossing distance is the addition of bike lanes or other bike facilities, especially if the project has reduced other elements to help mitigate this impact (e.g., reducing through lane widths), do not penalize the score for the crossing distance attributable to bike lanes.

Regardless of the speed limit, score projects more highly if they include design elements to help motorists drive slowly. For example, narrow lanes, visual narrowing, and elements to help motorists turn slowly, such as tight turning/corner radius or truck aprons, curb extensions, medians/crossing islands, and hardened centerlines.

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road configuration is **either**:
  - ○ One-way, 3+ through lanes
  - ○ Two-way, 4+ through lanes
- ☐ Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of:
  - ○ 30 MPH or more
- ☐ Existing road has AADT of greater than 15,000 vehicles per day (List the AADT _____)

SCORING GUIDANCE (33.3 Points)

Multiply the score from Sub-Measure 1 by the proportion of risk factors indicated to calculate the number of points earned for Sub-Measure 2. Applications where all three factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the three factors are present score additional points equal to 2/3 (or 67%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 2, a project would need to earn maximum points on Sub-Measure 1 and also have all 3 risk factors present.

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)

- ☐ Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)

- ☐ Existing road is within 500’ of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

  If yes, please describe (Limit 1,400 characters; approximately 200 words):

  _____
  _____
  _____
  _____

- ☐ Existing road is within 500’ of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

  If yes, please describe (Limit 1,400 characters; approximately 200 words):

  _____
  _____
  _____
  _____

SCORING GUIDANCE (33.3 Points)

Multiply the score from Sub-Measure 1 by the proportion of exposure factors indicated to calculate the number of points earned for Sub-Measure 3. Applications where all four factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the four factors are present score additional points equal to 2/4 (or 50%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 3 a project would need to earn maximum points on Sub-Measure 1 and also have all 4 exposure factors present.

~~Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its *Safe Transportation for Every Pedestrian program* or others in its *Proven Safety Countermeasures* (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT's *Best Practices for Pedestrian/Bicycle Safety*~~

~~**SCORING GUIDANCE** (50 Points)~~

~~The project that will provide the most improvement to pedestrian safety will receive full points. Remaining projects will receive a share of the full points at the scorer's discretion.~~

5. Multimodal Elements and Existing Connections (100 Points)

This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation 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.

A. **MEASURE**: Describe how the project positively affects the multimodal system.

- Discuss any bicycle, pedestrian, or transit 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. 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).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (100 Points)

The project that most positively affects the multimodal system 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. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

6. Risk Assessment (75 Points)

This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks 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):

Please check those that apply and fill in anticipated completion dates for all projects~~, except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~List Dates of most recent meetings and outreach specific to this project:~~

- ~~Meeting with general public: _____~~
- ~~Meeting with partner agencies: _____~~
- ~~Targeted online/mail outreach: _____~~
  - ~~Number of respondents: _____~~

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. **Layout (25 Percent of Points)**
   Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

   100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

   75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

   25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

   0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. Review of Section 106 Historic Resources (15 Percent of Points)

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

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)*75 points or 43 points.

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 8 criteria. If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

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

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

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):_____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Enter amount of any outside, competitive funding (attach documentation of award): _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Strategic Capacity (Roadway Expansion)

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund regionally significant highway mobility projects, as prioritized in the Principal Arterial Intersection Conversion Study and the Congestion Management Process (CMP), that reduce delay and crashes and improve multimodal travel options.

Definition: A roadway project that adds thru-lane capacity (described as a Regional Mobility project under Strategic Capacity Enhancements in the TPP). Projects must be located on a non-freeway principal arterial or A-minor arterial functionally classified roadway, consistent with the latest TAB approved functional classification map. However, A-minor connectors cannot be expanded with new thru-lane capacity with these federal funds per regional policy.

Examples of Roadway Expansion Projects:

- New roadways
- Two-lane to four-lane expansions
- Other thru-lane expansions (excludes additions of a continuous center turn lane)
- Four-lane to six-lane expansions
- New interchanges with or without associated frontage roads
- Expanded interchanges with either new ramp movements or added thru lanes
- New bridges, overpasses and underpasses

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**210**	**19%**
Measure A - Congestion within Project Area, Level of Adjacent Congestion, or Principal Arterial Intersection Conversion Study Priorities	80	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students	50	
Measure C - Regional Truck Corridor Study Tiers	80	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Affordable Housing ~~Performance~~	**100**	**9%**
Measure A - ~~Benefits and outreach to disadvantaged populations~~Engagement	350	
Measure B - Equity population benefits and impacts	40	
Measure C~~B~~ - ~~Housing Performance Score/ a~~Affordable housing ~~connection~~access	350	
4. Infrastructure Age	**40**	**4%**
Measure A - Date of construction	40	

Criteria and Measures	Points	% of Total Points
5. Congestion Reduction/Air Quality	**150**	**14%**
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	**150**	**14%**
Measure A - Crashes reduced	120	
Measure B - Pedestrian Crash Reduction (Proactive)	30	
7. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8. Risk Assessment	**75**	**7%**
Measure A – Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

1. Role in the Regional Transportation System and Economy (210 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 congestion in the project area, congestion levels along the regional transportation system near the project, how it aligns with the Principal Arterial Intersection Conversion Study, how it connects to employment, manufacturing/distribution-related employment, and students, and how it aligns with the Regional Truck Corridor Study.

A. **MEASURE**: Identify the level of congestion within the project area. This measure uses speed data as was used as part of the Congestion Management Process (CMP) Plan. It is anticipated that the CMP Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. Also, identify the level of congestion on a parallel route and how the project area is prioritized in the Principal Arterial Intersection Conversion Study. Respond to each of the three sub-sections below. Projects will get the highest score of the three sub-sections.

Congestion within Project Area:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

RESPONSE:

- Free-Flow Travel Speed: _____
- Peak Hour Travel Speed: _____
- Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow (calculation): _____

Upload the "Level of Congestion" map used for this measure.

Congestion on adjacent Parallel Routes:

The measure will analyze the level of congestion on an adjacent parallel A-minor arterial or principal arterial to determine the importance of the roadway in managing congestion on the Regional Highway System. Council staff will provide travel speed data on an applicant-selected adjacent parallel route that is adjacent to the proposed project on the "Level of Congestion" map. The analysis will compare the peak hour travel speed on an adjacent parallel route to free-flow conditions on this same route to understand congestion levels in the area of the project, which correlates to the role that the project plays in the regional transportation system and economy. The applicant must identify the adjacent parallel corridor as part of the response. The end points of this adjacent parallel corridor must align as closely as possible to the project end points.

RESPONSE:

- Adjacent Parallel Corridor: _____
- Adjacent Parallel Corridor Start and End Points: _____
- Free-Flow Travel Speed): _____
- Peak Hour Travel Speed: _____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): _____

Upload the "Level of Congestion" map used for this measure.

Principal Arterial Intersection Conversion Study:

The measure relies on the results of the Principal Arterial Intersection Conversion Study, which prioritized non-freeway principal arterial intersections. In addition to interchange projects, other lane expansion projects that make improvements to a low-, medium-, or high-priority intersection can also earn points in this measure.

Use the final study report for this measure: *metrocouncil.org/PAICS*

RESPONSE (Select one for your project, based on the Principal Arterial Intersection Conversion Study):

- Proposed interchange or at-grade project that reduces delay at a High Priority Intersection: ☐ (80 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection: ☐ (60 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection: ☐ (50 Points)
- Proposed interchange project that reduces delay at a Medium Priority Intersection: ☐ (40 Points)
- Proposed interchange project that reduces delay at a Low Priority Intersection: ☐ (0 Points)
- Not listed as a priority in the study: ☐ (0 Points)

SCORING GUIDANCE (80 Points)

Due to the three scoring methods, more than one project can score the maximum points. In order to be awarded points for this measure the proposed project itself must show some delay reduction in

measure 5A. If the project does not reduce delay, then it will score 0 points for this measure.

Congestion within Project Area: The applicant with the most congestion within the project area (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*80 points, or 40 points. If the project covers more than one segment of speed data, the applicants can use the one that is most beneficial to their score.

Congestion on adjacent Parallel Routes: The applicant with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*80 points, or 40 points. Applicants can use the adjacent parallel route that is most beneficial to their score.

Principal Arterial Intersection Conversion Study: Projects will be scored based on their Principal Arterial Intersection Conversion Study priorities.

The scorer will assess if the applicant would score highest with congestion on the adjacent parallel routes part of the measure or the Principal Arterial Intersection Conversion Study part of the measure and give the applicant the highest of the two scores out of a maximum of 80 points. However, all interchange projects must only use the scoring output from the Principal Arterial Intersection Conversion Study.

Note: Due to the use of multiple sub-sections, multiple applicants may receive the full 80 points.

B. **MEASURE**: Reference the “Regional Economy” map generated at the beginning of the application process. Report the existing employment, manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the “Regional Economy” map.

RESPONSE (Data from the “Regional Economy” map):

- Existing Employment within 1 Mile:_____(Maximum of 50 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile:_____ (Maximum of 50 points)
- Existing Post-Secondary Students within 1 Mile: _____(Maximum of 30 points)
- Upload the “Regional Economy” map used for this measure.

SCORING GUIDANCE (50 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)*50 points or 33 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)*50 points or 33 points.

The applicant with the highest number of post-secondary students will receive 30 points. Remaining projects will receive a proportionate share of the 30 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)*30 points or 20 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 50 points.

Note: Due to the use of multiple sub-measures, two applicants can receive the full 50 points.

C. **MEASURE**: This criterion relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors.* (80 points)

~~Use the final study report for this measure:~~

RESPONSE: (Select one for your project, based on the 2021 updated Regional Truck Corridors ~~Study~~):

- Along Tier 1: ☐ Miles (to the nearest 0.1 miles) :_____
- Along Tier 2: ☐ Miles (to the nearest 0.1 miles) :_____
- Along Tier 3: ☐ Miles (to the nearest 0.1 miles) :_____
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐
- None of the tiers: ☐

SCORING GUIDANCE (80 Points)

Applicants will be awarded points as assigned in the above tiers:

- Projects along Tier 1: 80 points
- Projects along Tier 2: 60 points
- Projects along Tier 3: 40 points
- Projects that that provide a direct and immediate connection to a corridor: 10 points.

- None of the tiers: 0 points

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to 80 points, with the others adjusted proportionately.

Note: Due to the use of tiered scoring, multiple applications can receive the full points.

2. Usage (175 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**: The applicant must identify the location along the project length and provide the current AADT volume from the *MnDOT Traffic Mapping Application* ~~MnDOT 50-series maps (select Twin Cities Metro Area Street Series under Traffic Volume (AADT))~~ and existing transit routes that travel on the road (reference "Transit Connections" map). Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume from the MnDOT Traffic Mapping Application (instructions under the Help Document). Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. 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.

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2019)
- 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 the new proposed roadway (if applicable):_____Upload "Transit Connections" map.

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 people and the top project had a daily person throughput of 1,500 people, this applicant would receive (1,000/1,500)*110 points or 73 points.

B. **MEASURE**: Provide the forecast (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 (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 modeled forecast daily traffic volume

RESPONSE:
- Use Metropolitan Council model to determine forecast (2040) ADT volume☐
- If checked, METC Staff will provide Forecast (2040) ADT volume _____

OR

RESPONSE:
- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume: _____
- Forecast (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 Affordable Housing ~~Performance~~ (100 Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, ~~and~~ older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. ~~**Sub-measure**: Equity Population~~ Engagement (0 to 30~~20~~ points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, ~~and~~ older adults, and residents in affordable housing.~~.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input from these groups is reflected in the project's purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose~~; feedback from these populations identifying potential positive~~ and need identified?
5. How was~~negative elements of~~ the community engaged as the~~proposed~~ project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did~~through~~ engagement influence the project plans or~~, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 40~~30~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, ~~and~~ older adults. ~~-~~All projects must mitigate potential negative benefits as required under federal law.~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 30 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;
- ~~-~~public health benefits;
- ~~-~~direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(-10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~

- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B. **MEASURE**: Affordable Housing Access (0 to 30 points). Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project’s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 Points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**:~~points)~~ Those projects that score at least 80% of the maximum total points available through Measures A, B,~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- 25 points to projects within an Area of Concentrated Poverty
- 15~~20~~ points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- Project located in a census tract that is below the regional average for population in poverty or populations of color: ☐

SCORING GUIDANCE (0 to 25~~50~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 80~~., 40~~ points for the Roadway applications)~~,~~ the project will receive Bonus points as described~~. under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in~~

the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information.

Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using length or population of the project in each jurisdiction. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius buffer will be drawn around the project. If the radius buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius buffer. 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.

RESPONSE: (NOTE: The below bullets vary slightly by funding category)

- City/Township: _____
- Total project cost: _____
- Length of Segment (For stand-alone projects, enter population from Regional Economy map) within each City/Township: _____
- Percent of total funds to be spent within City/Township: _____

Part 2 (10 points): Affordable Housing Access

This measure is a qualitative scoring measure. Describe and map any affordable housing developments — planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.

Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.

RESPONSE:

(Limit 2,100 characters; approximately 300 words):

4. Infrastructure Age (40 Points)

This criterion will assess the age of 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 as 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.

   If construction was completed over several years, enter the segment lengths for each year. The average age will be calculated.

   RESPONSE:

   - Year of original roadway construction or most recent reconstruction: _____
   - Segment length: _____
   - Average Age: _____ (online calculation)

SCORING GUIDANCE (40 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)*40 points or 34 points.

This measure is not applicable to new roadway projects, so the project's total score for new roadways will be adjusted as a result.

If this is the case, then the total points possible in the application will be 960 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 960, then multiplied by 1,000. Therefore, a project scoring 900 out of 960, will equate to 938 points on a 1,000-point scale.

Note: Because of the reporting of year of construction, it is possible for multiple projects to receive the full allotment of 40 points.

5. Congestion Reduction/Air Quality (150 Points)

This criterion measures the project's ability to reduce intersection delay and emissions during peak hour conditions. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions.

A. **MEASURE**: Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday 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.

- 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 weekday 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, saturation flow rates, volumes, and simulation
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals). Use the setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- 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
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year
- For most projects, the volumes with and without the project should be the same; however, some project types such as new roadways, new ramps, or new interchanges may have different volumes.

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

RESPONSE:

- 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):_____ (automatically calculated)
- Volume without the Project (Vehicles Per Hour): _____
- Volume with the Project (Vehicles Per Hour): _____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____ (automatically calculated)

EXPLANATION of methodology used to calculate railroad crossing delay, if applicable, or date of last signal retiming for signalized corridors (Limit 1,400 characters; approximately 200 words):

Upload Synchro or HCM Report

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 points. 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, NOX, VOC) due to the project. The applicant should include the appropriate Synchro or 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.

Roadway projects that do not include new roadway segments or railroad grade-separation elements:

- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE (Calculation):

- Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):_____
- Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):_____
- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):_____

Roadway projects that are constructing new roadway segments, but 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 (using Synchro). If more than one intersection is examined, then the emissions reduced by each intersection can be can added together.

However, new roadways will also generate new emissions compared to existing conditions as traffic diverts from the parallel roadways. The applicant needs to estimate four variables to determine the new emissions generated once the project is completed on any major intersections. Those variables include: speed, vehicle mile traveled, delay, and total vehicle stops. The applicant needs to detail any assumptions used for conditions after the project is built. The variables will be used in the exact same equation used Synchro required of the other project types.

The equation below should only be used to estimate the new emissions generated by new roadways.

Enter data for Parallel Roadways and New Roadways.

Parallel Roadways

- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE:

- Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):_____ (Applicant inputs number)
- Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):_____ (Applicant inputs number)
- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):_____ (Online Calculation)

New Roadway Portion

Enter data for New Roadway.

- Cruise speed in miles per hour with the project:_____ (Applicant inputs number)
- Vehicle miles traveled with the project:_____ (Applicant inputs number)
- Total delay in hours with the project:_____ (Applicant inputs number)
- Total stops in vehicles per hour with the project:_____ (Applicant inputs number)
- Fuel consumption in gallons: _____ (Applicant inputs number)
- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):_____

EXPLANATION of methodology and assumptions used: (Limit 1,400 characters; approximately 200 words)

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

K4 = 0.075283-0.0015892 * Speed + 0.000015066 * Speed2

K2 = 0.7329

K5 = 0.0000061411 * Speed2

F2 = Fuel consumption in gallons

CO = F2 * 0.0699 kg/gallon

NOX = F2 * 0.0136 kg/gallon

VOC = F2 * 0.0162 kg/gallon

Total = Total Peak Hour Emissions reduced on Parallel Roadways – (CO + NOx + VOC)

- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ (calculated online)

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.

RESPONSE:

- Cruise speed in miles per hour without the project:_____ (Applicant inputs number)
- Vehicle miles traveled without the project:_____ (Applicant inputs number)
- Total delay in hours without the project:_____ (Applicant inputs number)
- Total stops in vehicles per hour without the project:_____ (Applicant inputs number)
- Cruise speed in miles per hour with the project:_____ (Applicant inputs number)
- Vehicle miles traveled with the project:_____ (Applicant inputs number)
- Total delay in hours with the project:_____ (Applicant inputs number)
- Total stops in vehicles per hour with the project:_____ (Applicant inputs number)
- Fuel consumption in gallons (F1)
- Fuel consumption in gallons (F2)
- Fuel consumption in gallons (F3)

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

K1 = 0.075283-0.0015892 * Speed + 0.000015066 * Speed2

K2 = 0.7329

K3 = 0.0000061411 * Speed2

F1 (or F2 – without the project) = Fuel consumption in gallons

F1 = Total Travel * k1 + Total Delay * k2 + Stops * k3

F2 = Total Travel * k1 + Total Delay * k2 + Stops * k3

F3 = F1 – F2

CO = F3 * 0.0699 kg/gallon

NOX = F3 * 0.0136 kg/gallon

VOC = F3 * 0.0162 kg/gallon

Equation Automatically Provides Emissions Reduced:

- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ (Online Calculation)

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)

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.

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

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 latest Highway Safety Improvement Program (HSIP) application (*www.dot.state.mn.us/stateaid/trafficsafety.html*). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length ~~using the MnDOT TIS system average~~ for calendar years ~~2016~~ 2018 through ~~2018~~2020. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. MnCMAT data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. 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 (*www.dot.state.mn.us/stateaid/trafficsafety.html*) that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: *http://www.cmfclearinghouse.org/*. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created. Applicants have the option to use these crash modification factors (posted on the Metropolitan Council's Regional Solicitation website, under Application Resources) or find a more appropriate one on FHWA's Clearinghouse.

This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

New Roadways:

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 ~~2016~~2018-~~2018~~2020, 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:

- Crash Modification Factor Used (Limit 700 characters; approximately 100 words): _____
- Rationale for Crash Modifications Selected (Limit 1,400 characters; approximately 200 words): _____
- Project Benefit ($) from B/C ratio: _____
- Total Fatal (K) Crashes: _____
- Total Serious Injury (A) Crashes: _____
- Total Non-Motorized Fatal and Serious Injury Crashes: _____
- Total Crashes: _____
- Total Fatal (K) Crashes Reduced by Project: _____
- Total Serious Injury (A) Crashes Reduced by Project: _____
- Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: _____
- Total Crashes Reduced by Project: _____

Upload Crash Modification Factors and B/C Worksheet.

Roadway projects that include railroad grade-separation elements:

Since the number of observed crashes at an existing at-grade railroad crossing is minor 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: (automatically calculated) _____

SCORING GUIDANCE (1250 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)*1520 points or 82.5~~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)*1520 points or 82.5~~103~~ points.

B. **MEASURE**: Pedestrian Safety Measure in Roadway Applications

Determine if these measures do not apply to your project.
Does the project match either of the following descriptions?

- ☐ Project is primarily a freeway (or transitioning to a freeway) **and** does not provide safe and comfortable pedestrian facilities and crossings.
- ☐ Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) **and** project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides).

If either of the items above are checked, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements
To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

- **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**
  Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the

Regional Solicitation Resources web page for guidance links. (Limit 2,800 characters; approximately 400 words)

_____

_____

_____

_____

Considerations

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

- No
- Yes. If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.). (Limit 1,400 characters; approximately 200 words)

  _____

  _____

- Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).
  - No
  - Yes. If yes:
    - How many intersections will likely be affected?
    - Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.) (Limit 1,400 characters; approximately 200 words)

      _____

      _____

    - If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks). (Limit 1,400 characters; approximately 200 words):

      _____

      _____

- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity). (Limit 1,400 characters; approximately 200 words)

  _____

  _____

- **Describe how motorist speed will be managed in the project design, both for through traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive

slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). (Limit 2,800 characters; approximately 400 words)

_____

_____

_____

_____

- If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions? (Limit 1,400 characters; approximately 200 words)

  _____

SCORING GUIDANCE (10 Points)

Projects that will provide the most improvement to pedestrian safety across the two questions will receive full points. Other projects will receive a share of the full points, based on scorer's discretion, considering the following scoring guidance. Weight the responses to each of these questions equally and consider them cumulatively when scoring. If mid-block crossings are not applicable for the project, and the applicant's explanation adequately shows that pedestrian needs are still being safely met, do not penalize the applicant.

See the *FHWA STEP Studio* resource, *FHWA STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, *NCHRP Report 926: Guidance to Improving Pedestrian and Bicyclist Safety at Intersections*, and related resources referenced in the application prompt for state-of-practice guidance on pedestrian-oriented safety design and treatments.

Assume that pedestrians may need to travel along and across the entire extent of the project, and evaluate how well the pedestrian safety countermeasures described serve those needs. Projects that serve those needs with the greatest safety and least pedestrian delay, detour, or discomfort should score highest. For example, projects that provide safe at-grade crossings or comfortable tunnels with minimal detour and elevation change should score higher than projects that include pedestrian bridges requiring lengthy detours and elevation change. Projects that provide frequent crossing opportunities or crossing opportunities well-aligned with transit or other likely places with pedestrian crossing needs should score higher than projects that have infrequent or non-existent protected crossings.

Consider how safely, easily, and comfortably children, older adults, and people with disabilities will be able to navigate crossing the street. Score projects more highly if the safety countermeasures selected are designed to be comfortably used by people of all ages and abilities.

Consider pedestrian-oriented safety treatments in context with motor vehicle design elements. If there are motor vehicle design elements that raise concerns about pedestrian safety (e.g., increased speed, increased crossing distance) that are not fully mitigated by the pedestrian safety countermeasures described, consider a lower score. For roadway expansion projects, where all projects *by definition* will be increasing crossing distance, consider how much additional distance is added as well as the types of countermeasures being considered. If the only element causing an increase in crossing distance is the addition of bike lanes or other bike facilities, especially if the project has reduced other elements to help mitigate this impact (e.g., reducing through lane widths), do not penalize the score for the crossing distance attributable to bike lanes.

Regardless of the speed limit, score projects more highly if they include design elements to help motorists drive slowly. For example, narrow lanes, visual narrowing, and elements to help motorists turn slowly, such as tight turning/corner radius or truck aprons, curb extensions, medians/crossing islands, and hardened centerlines.

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road configuration is **either**:
  - One-way, 3+ through lanes
  - Two-way, 4+ through lanes
- ☐ Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of:
  - 30 MPH or more
- ☐ Existing road has AADT of greater than 15,000 vehicles per day (List the AADT _____)

SCORING GUIDANCE (10 Points)

Multiply the score from Sub-Measure 1 by the proportion of risk factors indicated to calculate the number of points earned for Sub-Measure 2. Applications where all three factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the three factors are present score additional points equal to 2/3 (or 67%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 2, a project would need to earn maximum points on Sub-Measure 1 and also have all 3 risk factors present.

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)
- ☐ Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)
- ☐ Existing road is within 500' of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)
  If yes, please describe (Limit 1,400 characters; approximately 200 words):
  _____
  _____
  _____
  _____
- ☐ Existing road is within 500' of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

If yes, please describe (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (10 Points)

Multiply the score from Sub-Measure 1 by the proportion of exposure factors indicated to calculate the number of points earned for Sub-Measure 3. Applications where all four factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the four factors are present score additional points equal to 2/4 (or 50%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 3 a project would need to earn maximum points on Sub-Measure 1 and also have all 4 exposure factors present.

~~Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its *Safe Transportation for Every Pedestrian program* or others in its *Proven Safety Countermeasures* (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT's *Best Practices for Pedestrian/Bicycle Safety*.~~

~~**SCORING GUIDANCE** (30 Points)~~

~~The project that will provide the most improvement to pedestrian safety will receive full points. Remaining projects will receive a share of the full points at the scorer's discretion.~~

7. Multimodal Elements and Existing Connections (100 Points)

This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation 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.

A. **MEASURE**: Describe how the project positively affects the multimodal system.

- Discuss any bicycle, pedestrian, or transit 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. 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).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.

- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (100 Points)

The project that most positively affects the multimodal system 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. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

8. Risk Assessment (75 Points)

This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks 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):

Please check those that apply and fill in anticipated completion dates for all projects~~,~~ ~~except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~List Dates of most recent meetings and outreach specific to this project:~~

- ~~Meeting with general public: _____~~
- ~~Meeting with partner agencies: _____~~
- ~~Targeted online/mail outreach: _____~~

~~o Number of respondents: _____~~

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. **Layout (25 Percent of Points)**

Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us.*

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A**

PDF of the layout must be attached along with letters from each jurisdiction to receive points.

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. Review of Section 106 Historic Resources (15 Percent of Points)

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

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)*75 points or 43 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**: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls). If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

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

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):_____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Enter amount of any outside, competitive funding (attach documentation of award): _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50

percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Roadway Reconstruction/Modernization

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund roadway preservation projects that improve infrastructure condition, reduce crashes, and enhance multimodal travel options.

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, and/or modernizes a corridor with improved safety, multimodal, or mobility elements (e.g., new turn lanes, traffic signal, or roundabout). Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-freeway principal arterial or A-minor arterial functionally classified roadway, consistent with the latest TAB approved functional classification map.

Examples of Roadway Reconstruction/Modernization Projects:

- ~~Intersection improvements, including innovative intersection designs~~
- ~~Alternative intersections such as unsignalized or signalized reduced conflict intersections (one intersection or multiple intersections)~~
- Interchange reconstructions that do not involve new ramp movements or added thru lanes
- ~~Turn lanes~~
- Two-lane to three-lane conversions (with a continuous center turn lane)
- Four-lane to three-lane conversions
- ~~Roundabouts~~
- ~~Addition or replacement of traffic signals~~
- Shoulder improvements
- Strengthening a non-10-ton roadway
- Raised medians, frontage roads, access modifications, or other access management
- Roadway improvements with the addition of multimodal elements
- Roadway improvements that add safety elements
- New alignments that replace an existing alignment and do not expand the number of lanes

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**105**	**10%**
Measure A - Connection to Total Jobs and Manufacturing/ Distribution Jobs	65	
Measure B - Regional Truck Corridor Study Tiers	40	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Affordable Housing ~~Performance~~	**100**	**9%**
Measure A - ~~Benefits and outreach to disadvantaged populations~~Engagement	~~50~~30	
Measure B - Equity population benefits and impacts	40	
Measure C~~B~~ - ~~Housing Performance Score/ a~~Affordable housing	~~50~~30	

Criteria and Measures		Points	% of Total Points
	~~connection~~access		
4.	**Infrastructure Age/Condition**	**175**	**16%**
	Measure A - Date of construction	50	
	Measure B - Geometric, structural, or infrastructure deficiencies	125	
5.	**Congestion Reduction/Air Quality**	**80**	**7%**
	Measure A - Vehicle delay reduced	50	
	Measure B - Kg of emissions reduced	30	
6.	**Safety**	**180**	**16%**
	Measure A - Crashes reduced	150	
	Measure B – Pedestrian Crash Reduction (Proactive)	30	
7.	**Multimodal Elements and Existing Connections**	**110**	**10%**
	Measure A - Transit, bicycle, or pedestrian project elements and connections	110	
8.	**Risk Assessment**	**75**	**7%**
	Measure A – Risk Assessment Form	75	
9.	**Cost Effectiveness**	**100**	**9%**
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,100**	

Role in the Regional Transportation System and Economy (170 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 it connects to employment, manufacturing/distribution-related employment, and post-secondary students; and how it aligns with the Regional Truck Corridor Study.

A. **MEASURE**: Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the "Regional Economy" map.

RESPONSE (Data from the "Regional Economy" map):

- Existing Employment within 1 Mile:_____(Maximum of 65 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile:_____ (Maximum of 65 points)
- Existing Post-Secondary Students within 1 Mile: _____(Maximum of 40 points)

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

SCORING GUIDANCE (65 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)*65 points or 43 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)*65 points or 43 points.

The applicant with the highest number of post-secondary students will receive 40 points. Remaining projects will receive a proportionate share of the 40 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)*40 points or 27 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 65 points.

Note: Due to the use of multiple sub-measures, two applicants can receive the full 65 points.

B. **MEASURE**: This criterion relies on the results on the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors.* (40 points)

~~Use the final study report for this measure~~:

RESPONSE: (Select one for your project, based on the updated 2021 Regional Truck Corridors ~~Study~~):

- Along Tier 1: ☐ Miles (to the nearest 0.1 miles) :_____
- Along Tier 2: ☐ Miles (to the nearest 0.1 miles) :_____
- Along Tier 3: ☐ Miles (to the nearest 0.1 miles) :_____
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐
- None of the tiers: ☐

SCORING GUIDANCE (40 Points)

Applicants will be awarded points as assigned in the above tiers:

- Projects along Tier 1: 40 points
- Projects along Tier 2: 30 points
- Projects along Tier 3: 20 points
- Projects that that provide a direct and immediate connection to a corridor: 10 points.
- None of the tiers: 0 points

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to 40 points, with the others adjusted proportionately.

Note: Due to the use of tiered scoring, multiple applications can receive the full points.

2. Usage (175 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. For interchange reconstruction projects, the cross-street traffic volumes should be used instead of the mainline volumes.

A. **MEASURE**: The applicant must identify the location along the project length and provide the current AADT volume from the *MnDOT Traffic Mapping Application* ~~MnDOT 50-series maps (select Twin Cities Metro Area Street Series under Traffic Volume (AADT))~~ and existing transit routes that travel on the road (reference "Transit Connections" map). Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume from the MnDOT Traffic Mapping Application (instructions under the Help Document). Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. 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.

   - Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2019)

   RESPONSE:

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

   Upload "Transit Connections" map.

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 people and the top project had a daily person throughput of 1,500 people, this applicant would receive (1,000/1,500)*110 points or 73 points.

B. **MEASURE**: Provide the forecast (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 (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.

RESPONSE:

- Use Metropolitan Council model to determine forecast (2040) ADT volume☐
- If checked, METC Staff will provide Forecast (2040) ADT volume ☐

OR

RESPONSE:

- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume: _____
- Forecast (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 Affordable Housing ~~Performance~~ (100 Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, ~~and~~ older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. ~~**Sub-measure**: Equity Population~~ Engagement (0 to 30~~20~~ points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, ~~and~~ older adults, and residents in affordable housing. ~~.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input from these groups is reflected in the project's purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose~~; feedback from these populations identifying potential positive~~ and need identified?
5. How was~~negative elements of~~ the community engaged as the~~proposed~~ project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did~~through~~ engagement influence the project plans or~~, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 40~~30~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, ~~and~~ older adults. ~~-~~All projects must mitigate potential negative benefits as required under federal law.~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 30 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;

- -public health benefits;
- -direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(-10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B. Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

MEASURE: Affordable Housing Access (0 to 30 points).

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**:~~points)~~ Those projects that score at least 80% of the maximum total points available through Measures A, B,~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- 25 points to projects within an Area of Concentrated Poverty
- 15~~20~~ points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- Project located in a census tract that is below the regional average for population in poverty or populations of color: ☐

SCORING GUIDANCE (0 to 25~~50~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 80~~., 40~~ points for the Roadway applications)~~,~~ the project will receive Bonus points as described~~. under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information.~~

~~Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using length or population of the project in each jurisdiction. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer. 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.~~

~~**RESPONSE**: (NOTE: The below bullets vary slightly by funding category)~~

- ~~City/Township: _____~~
- ~~Total project cost: _____~~
- ~~Length of Segment (For stand-alone projects, enter population from Regional Economy map) within each City/Township: _____~~
- ~~Percent of total funds to be spent within City/Township: _____~~

~~**Part 2 (10 points): Affordable Housing Access**~~

~~This measure is a qualitative scoring measure. Describe and map any affordable housing developments – planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.~~

~~Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.~~

~~**RESPONSE**:~~

~~(Limit 2,100 characters; approximately 300 words):~~

4. Infrastructure Age/Condition (175 Points)

This criterion will assess the age of 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.

If construction was completed over several years, enter the segment lengths for each year. The average age will be calculated.

RESPONSE:

- Year of original roadway construction or most recent reconstruction: _____
- Location(s) used: _____

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. (125 Points)

RESPONSE (Select all that apply. Please identify the proposed improvement):

- Improved roadway to better accommodate freight movements: ☐ 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 alignment 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 (125 Points)

Within each improvement sub-measure, the answer most responsive to the need will receive full points (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 125 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)*125 points or 63 points.

5. Congestion Reduction/Air Quality (80 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.

A. **MEASURE**: Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday 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.

- For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the weekday 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, saturation flow rates, volumes, and simulation
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals). Use the setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- 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
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year

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

RESPONSE:

- 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):_____ (automatically calculated)
- Volume (Vehicles Per Hour): _____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____ (automatically calculated)

EXPLANATION of methodology used to calculate railroad crossing delay, if applicable (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (50 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 points. 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)*50 points, or 10 points.

B. **MEASURE**: Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NOX, 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.

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

- Total Peak Hour Emissions Reduced (Kilograms)= Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE:

- Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):_____
- Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):_____
- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):_____ (calculated online)

If more than one intersection is examined, the response should include a total of all emissions reduced.

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.

RESPONSE:

- Cruise speed in miles per hour without the project:_____ (Applicant inputs number)
- Vehicle miles traveled without the project:_____ (Applicant inputs number)
- Total delay in hours without the project:_____ (Applicant inputs number)
- Total stops in vehicles per hour without the project:_____ (Applicant inputs number)
- Cruise speed in miles per hour with the project:_____ (Applicant inputs number)
- Vehicle miles traveled with the project:_____ (Applicant inputs number)
- Total delay in hours with the project:_____ (Applicant inputs number)
- Total stops in vehicles per hour with the project:_____ (Applicant inputs number)
- Fuel consumption in gallons (F1)
- Fuel consumption in gallons (F2)
- Fuel consumption in gallons (F3)

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

K1 = 0.075283-0.0015892 * Speed + 0.000015066 * Speed2

K2 = 0.7329

K3 = 0.0000061411 * Speed2

F1 (or F2 – without the project) = Fuel consumption in gallons

F1 = Total Travel * k1 + Total Delay * k2 + Stops * k3

F2 = Total Travel * k1 + Total Delay * k2 + Stops * k3

F3 = F1 – F2

CO = F3 * 0.0699 kg/gallon

NOX = F3 * 0.0136 kg/gallon

VOC = F3 * 0.0162 kg/gallon

Equation Automatically Provides Emissions Reduced:

- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ (Online Calculation)

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 (180 Points)

This criterion addresses the project's ability to correct deficiencies and improve the overall safety of a roadway facility. It will assess the project's monetized safety benefits.

A. **MEASURE**: Respond as appropriate to one of the two project types below. (1~~7~~50 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 latest Highway Safety Improvement Program (HSIP) application (*www.dot.state.mn.us/stateaid/trafficsafety.html*). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length ~~using the MnDOT TIS system average~~ for calendar years ~~2016~~ 2018 through ~~2018~~2020. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. MnCMAT data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. 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 (*www.dot.state.mn.us/stateaid/trafficsafety.html*) that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: *http://www.cmfclearinghouse.org/*. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created. Applicants have the option to use these crash modification factors (posted on the Metropolitan Council's Regional Solicitation website, under Application Resources) or find a more appropriate one on FHWA's Clearinghouse.

This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE:

- Crash Modification Factors Used (Limit 700 characters; approximately 100 words): _____
- Rationale for Crash Modifications Selected (Limit 1,400 characters; approximately 200 words): _____
- Project Benefit ($) from B/C ratio: _____
- Total Fatal (K) Crashes: _____
- Total Serious Injury (A) Crashes: _____
- Total Non-Motorized Fatal and Serious Injury Crashes: _____
- Total Crashes: _____
- Total Fatal (K) Crashes Reduced by Project: _____
- Total Serious Injury (A) Crashes Reduced by Project: _____
- Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: _____
- Total Crashes Reduced by Project: _____

Upload Crash Modification Factors and B/C Worksheet.

Roadway projects that include railroad grade-separation elements:
Since the number of observed crashes at an existing at-grade railroad crossing is minor 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:

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

SCORING GUIDANCE (1~~7~~50 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 without a railroad grade-separation project and one with a railroad grade-separation) 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)*1~~7~~50 points or 1~~20~~03 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)*1~~7~~50 points or 1~~20~~03 points.

B. **MEASURE**: Pedestrian Safety Measure in Roadway Applications

Determine if these measures do not apply to your project.
Does the project match either of the following descriptions?

- ☐ Project is primarily a freeway (or transitioning to a freeway) **and** does not provide safe and comfortable pedestrian facilities and crossings.
- ☐ Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) **and** project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides).

If either of the items above are checked, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

- **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**
  Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links. (Limit 2,800 characters; approximately 400 words)

  _____
  _____
  _____
  _____

  Considerations

  Is the distance in between signalized intersections increasing (e.g., removing a signal)?
  - No
  - Yes. If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.). (Limit 1,400 characters; approximately 200 words)

    _____
    _____

  - Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).
    - No
    - Yes. If yes:
      - How many intersections will likely be affected? _____
      - Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.) (Limit 1,400 characters; approximately 200 words)

        _____
        _____

      - If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the

detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks). (Limit 1,400 characters; approximately 200 words):

_____

_____

- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity). (Limit 1,400 characters; approximately 200 words)

  _____

  _____

- **Describe how motorist speed will be managed in the project design, both for through traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). (Limit 2,800 characters; approximately 400 words)

  _____

  _____

  _____

  _____

  - If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions? (Limit 1,400 characters; approximately 200 words)

    _____

SCORING GUIDANCE (10 Points)

Projects that will provide the most improvement to pedestrian safety across the two questions will receive full points. Other projects will receive a share of the full points, based on scorer's discretion, considering the following scoring guidance. Weight the responses to each of these questions equally and consider them cumulatively when scoring. If mid-block crossings are not applicable for the project, and the applicant's explanation adequately shows that pedestrian needs are still being safely met, do not penalize the applicant.

See the *FHWA STEP Studio* resource, *FHWA STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, *NCHRP Report 926: Guidance to Improving Pedestrian and Bicyclist Safety at Intersections*, and related resources referenced in the application prompt for state-of-practice guidance on pedestrian-oriented safety design and treatments.

Assume that pedestrians may need to travel along and across the entire extent of the project, and evaluate how well the pedestrian safety countermeasures described serve those needs. Projects that serve those needs with the greatest safety and least pedestrian delay, detour, or discomfort should score highest. For example, projects that provide safe at-grade crossings or comfortable tunnels with

minimal detour and elevation change should score higher than projects that include pedestrian bridges requiring lengthy detours and elevation change. Projects that provide frequent crossing opportunities or crossing opportunities well-aligned with transit or other likely places with pedestrian crossing needs should score higher than projects that have infrequent or non-existent protected crossings.

Consider how safely, easily, and comfortably children, older adults, and people with disabilities will be able to navigate crossing the street. Score projects more highly if the safety countermeasures selected are designed to be comfortably used by people of all ages and abilities.

Consider pedestrian-oriented safety treatments in context with motor vehicle design elements. If there are motor vehicle design elements that raise concerns about pedestrian safety (e.g., increased speed, increased crossing distance) that are not fully mitigated by the pedestrian safety countermeasures described, consider a lower score. For roadway expansion projects, where all projects *by definition* will be increasing crossing distance, consider how much additional distance is added as well as the types of countermeasures being considered. If the only element causing an increase in crossing distance is the addition of bike lanes or other bike facilities, especially if the project has reduced other elements to help mitigate this impact (e.g., reducing through lane widths), do not penalize the score for the crossing distance attributable to bike lanes.

Regardless of the speed limit, score projects more highly if they include design elements to help motorists drive slowly. For example, narrow lanes, visual narrowing, and elements to help motorists turn slowly, such as tight turning/corner radius or truck aprons, curb extensions, medians/crossing islands, and hardened centerlines.

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road configuration is **either**:
  - ○ One-way, 3+ through lanes
  - ○ Two-way, 4+ through lanes
- ☐ Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of:
  - ○ 30 MPH or more
- ☐ Existing road has AADT of greater than 15,000 vehicles per day (List the AADT _____)

SCORING GUIDANCE (10 Points)

Multiply the score from Sub-Measure 1 by the proportion of risk factors indicated to calculate the number of points earned for Sub-Measure 2. Applications where all three factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the three factors are present score additional points equal to 2/3 (or 67%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 2, a project would need to earn maximum points on Sub-Measure 1 and also have all 3 risk factors present.

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)

- ☐ Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)

- ☐ Existing road is within 500' of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

  If yes, please describe (Limit 1,400 characters; approximately 200 words):

  _____
  _____
  _____
  _____

- ☐ Existing road is within 500' of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

  If yes, please describe (Limit 1,400 characters; approximately 200 words):

  _____
  _____
  _____
  _____

SCORING GUIDANCE (10 Points)

Multiply the score from Sub-Measure 1 by the proportion of exposure factors indicated to calculate the number of points earned for Sub-Measure 3. Applications where all four factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the four factors are present score additional points equal to 2/4 (or 50%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 3 a project would need to earn maximum points on Sub-Measure 1 and also have all 4 exposure factors present.

~~Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its *Safe Transportation for Every Pedestrian program* or others in its *Proven Safety Countermeasures* (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT's *Best Practices for Pedestrian/Bicycle Safety*.~~

~~**SCORING GUIDANCE** (30 Points)~~

~~The project that will provide the most improvement to pedestrian safety will receive full points. Remaining projects will receive a share of the full points at the scorer's discretion.~~

7. Multimodal Elements and Existing Connections (110 Points)

This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation 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.

A. **MEASURE**: Describe how the project positively affects the multimodal system.
   - Discuss any bicycle, pedestrian, or transit 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. 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).
   - Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
   - Describe how the proposed multimodal improvements either provide a new, or improve an existing Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
   - Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
   - Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (110 Points)

The project that most positively affects the multimodal elements system 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. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, or for making connections with existing multimodal systems or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

8. Risk Assessment (75 Points)

This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks 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):

Please check those that apply and fill in anticipated completion dates for all projects~~, except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~List Dates of most recent meetings and outreach specific to this project:~~

- ~~Meeting with general public: _____~~
- ~~Meeting with partner agencies: _____~~
- ~~Targeted online/mail outreach: _____~~
  - ~~Number of respondents: _____~~

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. **Layout (25 Percent of Points)**
Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – colleen.brown@state.mn.us.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. Review of Section 106 Historic Resources (15 Percent of Points)

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

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)*75 points or 43 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 criteria.

A. **MEASURE**: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls). If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

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

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):_____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Enter amount of any outside, competitive funding (attach documentation of award): _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.0005/.00025) *100 points for 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Bridges

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund preservation and replacement projects for existing bridges to improve infrastructure condition and multimodal travel options.

Definition: A bridge rehabilitation or replacement project (with a clear span of over 20 feet) located on a non-freeway principal arterial or A-minor arterial functionally classified roadway, consistent with the latest TAB-approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans as part of one application.

The bridge must carry vehicular traffic but may also include accommodations for other modes. Bridges that are **exclusively** for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are not eligible for funding. Completely new bridges, interchanges, or overpasses should apply in the ~~Roadway Expansion~~Strategic Capacity application category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation ~~of 20 or more feet~~ with a National Bridge Inventory Condition rating of 6 or less.
- Bridge replacement ~~of 20 or more feet~~ with a National Bridge Inventory Condition rating of 4 or less.

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**195**	**18%**
Measure A - Distance to the nearest parallel bridge	100	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and post-secondary students	30	
Measure C - Regional Truck Corridor Study tiers	65	
2. Usage	**130**	**12%**
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Affordable Housing ~~Performance~~	**100**	**9%**
Measure A - ~~Benefits and outreach to disadvantaged populations~~Engagement	~~50~~30	
Measure B - Equity population benefits and impacts	40	
Measure C~~B~~ - ~~Housing Performance Score/ a~~Affordable housing ~~connection~~access	~~50~~30	
4. Infrastructure Condition	**400**	**36%**
Measure A – National Bridge Inventory Condition Rating	300	
Measure B – Load-Posting	100	

Criteria and Measures	Points	% of Total Points
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
7. Cost Effectiveness	**100**	**9%**
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Role in the Regional Transportation System and Economy (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, connects to employment, post-secondary students, and manufacturing/distribution-related employment, and aligns with the Regional Truck Corridor Study tiers.

A. **MEASURE**: Address how the project route fulfills its role in the regional transportation system by measuring the diversion to the nearest parallel crossing (must be an A-minor arterial or principal arterial) if the proposed project is closed. The project itself must be located on a non-freeway principal arterial or an A-minor arterial.

RESPONSE:

- Location of nearest parallel crossing:_____
- Explanation *(Limit 2,800 characters; approximately 400 words)*: _____
- Distance from one end of proposed project to nearest parallel crossing (that is an A-minor arterial or principal arterial) and then back to the other side of the proposed project using non-local functionally-classified roadways:_____ (calculated by Council Staff)

SCORING GUIDANCE (100 Points)

The applicant with the furthest distance from the closest parallel A-minor arterial or principal arterial bridge 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 a distance of 10 miles, this applicant would receive (8/10)*100 points or 80 points.

B. **MEASURE**: Reference the "Regional Economy" map generated at the beginning of the application process. Report the employment, manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the "Regional Economy" map.

RESPONSE: (Data from the "Regional Economy" map):

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

- Existing Post-Secondary Students within 1 Mile: _____(Maximum of 18 points)

Upload the “Regional Economy” map used for this measure.

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 (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 post-secondary 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 can receive the full 30 points.

C. MEASURE: This measure relies on the results in the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors*. (65 points)

~~Use the final study report for this measure~~:

RESPONSE (Select one for your project, based on the updated 2021 Regional Truck Corridors ~~Study~~):

- Along Tier 1: ☐ Miles (to the nearest 0.1 miles): (65 points)
- Along Tier 2: ☐ Miles (to the nearest 0.1 miles): (60 points)
- Along Tier 3: ☐ Miles (to the nearest 0.1 miles) (55 points)
- ~~The project is located on either a Tier 1, Tier 2, or Tier 3 corridor: ☐ (65 Points) Miles (to the nearest 0.1 miles) :~~

- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐ (10 Points)
- The project is not located on a Tier 1, Tier 2, or Tier 3 corridor: ☐ (0 Points)

SCORING GUIDANCE (65 Points)

The scorer will assign points based on which of the scores applies.

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to 65 points, with the others adjusted proportionately.

Note that multiple applicants can score the maximum point allotment.

2. Usage (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 and provide the current AADT volume from the *MnDOT 50-series maps* (select Twin Cities Metro Area Street Series under Traffic Volume (AADT)). Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume or take their own count, assuming the methodology is consistent with MnDOT's methodology. Reference the "Transit Connections" map for transit routes along the project. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length.

   - Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2019)

   RESPONSE:

   - Location:_____
   - Current AADT volume:_____
   - Existing Transit Routes on the Project:_____
   - Upload the "Transit Connections" map.

SCORING GUIDANCE (100 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. For example, if the application being scored had a daily person throughput of 1,000 people and the top project had a daily person throughput of 1,500 people, this applicant would receive (1,000/1,500)*100 points or 67 points.

B. **MEASURE**: Provide the forecast (2040) 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 (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. (30 points)

RESPONSE:

- Use Metropolitan Council model to determine forecast (2040) ADT volume ☐
- METC Staff-Forecast (2040) ADT volume ☐

OR

RESPONSE:

- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume☐
- Forecast (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 Affordable Housing ~~Performance~~ (100 Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, ~~and~~ older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. **~~Sub-measure~~**: ~~Equity Population~~ Engagement (0 to 30~~20~~ points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, ~~and~~ older adults, and residents in affordable housing. ~~-~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing ~~specific populations~~ were engaged ~~and~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input from these groups is reflected in the project's purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose~~; feedback from these populations identifying potential positive~~ and need identified?
5. How was ~~negative elements of~~ the community engaged as the ~~proposed~~ project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did ~~through~~ engagement influence the project plans or~~, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 40~~30~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are ~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, ~~and~~ older adults. ~~-~~All projects must mitigate potential negative benefits as required under federal law. ~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 30 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;
- ~~-~~public health benefits;
- ~~-~~direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(-10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~

- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B.~~ **MEASURE**: Affordable Housing Access (0 to 30 points). ~~Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project’s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**:~~points)~~ Those projects that score at least 80% of the maximum total points available through Measures A, B,~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- 25 points to projects within an Area of Concentrated Poverty
- 15~~20~~ points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- Project located in a census tract that is below the regional average for population in poverty or populations of color: ☐

SCORING GUIDANCE (0 to 25~~50~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 80~~., 40~~ points for the Roadway applications)~~,~~ the project will receive Bonus points as described~~. under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in~~

~~the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information~~

~~Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using length or population of the project in each jurisdiction. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius buffer will be drawn around the project. If the radius buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius buffer. 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.~~

~~RESPONSE~~:

- ~~City/Township: _____~~
- ~~Length of Segment (For stand-alone projects, enter population from Regional Economy map) within each City/Township: _____~~
- ~~Percent of segments within each City/Township: _____~~

~~Part 2 (10 points): Affordable Housing Access~~

~~This measure is a qualitative scoring measure. Describe and map any affordable housing developments — planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.~~

~~Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.~~

~~RESPONSE~~:

~~(Limit 2,100 characters; approximately 300 words):~~

4. Infrastructure Condition (400 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 unsafe facilities. If there are two separate spans, then the applicant should take the average bridge inventory condition rating of the two spans.

A. **MEASURE**: Identify the lowest National Bridge Inventory condition rating among Deck, Superstructure, and Substructure from the most recent Structure Inventory Report. Attach the report to the application.

RESPONSE:

- Lowest National Bridge Inventory Condition Rating: ____
  - Deck Rating: _____
  - Superstructure Rating: _____
  - Substructure Rating: _____
  - Channel Rating: _____
  - Culvert Rating: _____

Upload Structure Inventory Report.

SCORING GUIDANCE (300 Points)

The lowest National Bridge Inventory (NBI) Condition Rating among Deck, Superstructure, and Substructure will be used as the NBI rating. The ratings will be scored as follows:

Rating of 3 or lower: 300 points
Rating of 4: 250 points
Rating of 5: 150 points
Rating of 6: 100 points

B. **MEASURE**: Identify whether the bridge is posted for load restrictions.

RESPONSE: (Check box if the bridge is load-posted):

- Load-Posted (Check box if the bridge is load-posted): ☐

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.

5. Multimodal Elements and Connections (100 Points)

This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation 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.

A. **MEASURE**: Describe how the project positively affects the multimodal system.
- Discuss any bicycle, pedestrian, or transit 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. 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).

- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (100 Points)

The project that most positively affects the multimodal 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. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, or for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

6. Risk Assessment (75 Points)

This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks 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):

Please check those that apply and fill in anticipated completion dates for all projects~~,~~ ~~except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~List Dates of most recent meetings and outreach specific to this project:~~

- ~~Meeting with general public: _____~~
- ~~Meeting with partner agencies: _____~~
- ~~Targeted online/mail outreach: _____~~
  - ~~Number of respondents: _____~~

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. Layout (25 Percent of Points)

Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the~~

~~roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. ~~-~~ **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – colleen.brown@state.mn.us.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. Review of Section 106 Historic Resources (15 Percent of Points)

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

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)*75 points or 43 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. If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

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

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

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):_____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Enter amount of any outside, competitive funding (attach documentation of award): _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Transit Expansion

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund transit projects that provide new or expanded transit service/facilities with the intent of attracting new transit riders to the system and reducing emissions.

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial BRT lines may be eligible. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.

Applications in the Transit Expansion category cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Customer facilities along a route for new or expanded service, new transit centers or stations
- Park-and-ride facilities or expansions
- Highway BRT and Dedicated Guideway BRT

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**350**	**32%**
Measure A – New annual riders	350	
3. Equity and Affordable Housing ~~Performance~~	**200**	**18%**
Measure A – ~~Benefits and outreach to disadvantaged populations~~Engagement	6~~15~~0	
Measure B – Equity population benefits and impacts	80	
Measure B – ~~Housing Performance Score/ a~~Affordable housing ~~connection~~access	6~~5~~0	

Criteria and Measures	Points	% of Total Points
4. Emissions Reduction	**200**	**18%**
Measure A – Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A – Bicycle and pedestrian elements of the project and connections	100	
6. Risk Assessment	**50**	**5%**
Measure A – Risk Assessment Form	50	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

1. Role in the Regional Transportation System and Economy (100 Points)

This criterion measures the regional significance of the project, including the project's connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project's ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

A. **MEASURE**: Reference the "Population/Employment" 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. (50 Points)

RESPONSE: (Data from the "Population/Employment" map):

- Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
- Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile transitway station) buffer:_____
- 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, if necessary (Limit 1,400 characters; approximately 200 words):

Upload the "Population/Employment" map used for this measure.

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 will be included in the analysis.

B. **MEASURE**: Reference the "Transit Connections" 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, as depicted on the "Transit Connections" 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 15 points.

RESPONSE: (Data from the "Transit Connections" map):

- Existing transit routes directly connected to the project: _____ (35 Points)
- Planned transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP): (15 Points)

Upload the "Transit Connections" 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 2040 Transportation Policy Plan to include commuter rail, light rail, bus rapid transit (dedicated, highway, and arterial), and modern streetcar. Eligible transitway projects are those that have a mode and alignment identified in the Current Revenue Scenario of the 2040 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 route connections having the highest number of weekday trips will receive the full points. To account for the impacts of the COVID-19 pandemic while still recognizing the resiliency of certain routes through 2020, average weekday trips will be based on a weighted average of 2019 and 2020 trips. The weighted average will be based on the following formula:

(Average 2019 Weekday Trips x 0.75) + (Average 2020 Weekday Trips x 0.25)

Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ~~ridership~~service 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.

2. Usage (350 Points)

This criterion quantifies the project's impact by estimating the annual new transit ridership of the project.

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. (350 points)

Note: Up until two weeks prior to the application due date, applicants will be able to submit their projections to Council staff, who will advise whether the projections need to be corrected. This optional review, or lack thereof, will be made available to the scorer of this criterion. Applicants who plan to use an alternative ridership estimation methodology are strongly encouraged to do this to avoid risking a deduction in their score.

Select the service type and provide the annual transit ridership, based on the methodology listed below.

Park-and-Rides and Express Routes Projects to Minneapolis and St. Paul Only:

- Use a technically sound forecast methodology to estimate the third year of ridership . The ridership estimate should be include only new transit users and should exclude transit riders that shift from an existing facility or service. Applicants must clearly describe the methodology and assumptions used to estimate annual ridership.

  The Metropolitan Council has developed a park-and-ride demand estimation model that provides technical data on potential new park-and-ride locations that can be a source of data for new or expanded park-and-ride projects. The data should still be reviewed for reasonableness when including in any application.

  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.

Transitways Projects Only:

- Use most recent forecast data (current or opening year and 2040) to estimate ridership for the third year of service. Forecast data for the transitway must be 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 study or plan where the ridership is derived from and where the documentation can be found (provide weblinks, if available).

  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 2040 Transportation Policy Plan to include commuter rail; light rail; highway, dedicated, and arterial bus rapid transit; and modern streetcar. Eligible transitway projects are those included in either funding scenarios in the 2040 Transportation Policy Plan and that have a mode and alignment identified through a local process.

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 account for impacts of the COVID-19 pandemic while still recognizing the resiliency of certain routes through 2020, applicants will use their best judgement to choose annual ridership figures from 2019 or 2020. The year chosen should be appropriate to the proposed service. To select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2040 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per service hour of at least three peer routes to apply a rate of ridership for the proposed service project. The route proposed for expansion and all three routes must use the same year's annual ridership. Additionally, describe how a peer route was selected in the response and any assumptions used. The applicant must also explain why they chose a given year for their forecast.

RESPONSE:

- Service Type:____
- New Annual Ridership (Integer Only):_____
- Assumptions Used (Limit 2,800 characters; approximately 400 words):_____
- Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated (Limit 2,800 characters; approximately 400 words):_____

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, up to 100 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 Affordable Housing (200~~Performance (200~~ Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, older adults, and residents of affordable housing ~~and the elderly~~. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. ~~**Sub-measure**: Equity Population~~ Engagement (0 to 60 points~~):~~). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults, and residents in affordable housing. ~~and the elderly.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults~~the elderly~~ within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged ~~and provided outreach to~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input is reflected in the projects' purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous,~~; feedback from these populations identifying potential positive~~ and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or ~~negative elements of the proposed project through engagement, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 60 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 80~~90~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults. ~~and the elderly.~~ All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 90 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults~~the elderly~~. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~and the elderly created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 80 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B.~~ **MEASURE**: Affordable Housing Access (0 to 60 points). ~~Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 60 Points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 60 points. Multiple projects may receive the highest possible score of 60 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**~~points)~~ Those projects that score at least 80% of the maximum total points available through Measures~~measures~~ A, ~~and~~ B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- ~~25 points to projects within an Area of Concentrated Poverty with 50% or more people of color~~
- ~~20 points to projects within an Area of Concentrated Poverty~~
- 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- ~~Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): ☐~~
- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- 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~~: ☐

SCORING GUIDANCE (0 to 25~~150~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 160~~., 40~~ points for Transit Expansion~~the Roadway~~ applications)~~,~~ the project will receive Bonus points as described~~ under Measure C.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information~~

~~Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using the number of stops in each jurisdiction. 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 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.~~

~~**RESPONSE**: (NOTE: The below bullets vary slightly by funding category)~~

- ~~City/Township: _____~~
- ~~Number of stops within each City/Township: _____~~
- ~~Percent of stops within each City/Township: _____~~

~~**Part 2 (10 points): Affordable Housing Access**~~

~~This measure is a qualitative scoring measure. Describe and map any affordable housing developments — planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.~~

~~Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of~~

~~affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.~~

~~**RESPONSE**:~~

~~(Limit 2,100 characters; approximately 300 words):~~

4. Emissions Reduction (200 Points)

This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NOx, CO2e, PM2.5, 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.

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

Emissions Factors

- CO reduced = VMT reduced * 2.39
- NOX reduced = VMT reduced * 0.16
- CO2e reduced = VMT reduced * 366.60
- PM2.5 reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

RESPONSE: (All reductions below including total reduced emissions will automatically calculate):

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

VMT Reduction _____ (online calculation)

CO Reduced _____ (online calculation)

NOx Reduced _____ (online calculation)

CO2e Reduced _____ (online calculation)

PM2.5 Reduced _____ (online calculation)

VOCs Reduced _____ (online calculation)

Total Emissions Reduced _____ (online calculation)

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.

Note on Deductions: For all service types, up to 100 percent of points can be deducted if the applicant provides no methodology for the Usage Measure (#2). The percent of points deducted for Emissions Reduction will be equivalent to any methodology deduction for the Usage Measure.

5. Multimodal Elements and Existing Connections (100 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.

A. **MEASURE**: Discuss any 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 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 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 stops with safe / comfortable areas for pedestrians to walk or wait

6. Risk Assessment (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 checklist in the required Risk Assessment.

Facility Projects:

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.)

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment. ☐

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

RESPONSE: (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects~~,~~ ~~except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~List Dates of most recent meetings and outreach specific to this project:~~

- ~~Meeting with general public: _____~~
- ~~Meeting with partner agencies: _____~~
- ~~Targeted online/mail outreach: _____~~
  - ~~Number of respondents: _____~~

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. Layout (25 Percent of Points)

Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. Review of Section 106 Historic Resources (15 Percent of Points)

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified

historic bridge

100% ☐ There are historical/archeological properties present but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

SCORING GUIDANCE (50 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)*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**: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost.

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	
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):_____
- Points Awarded in Previous Criteria: _____ (entered by Metropolitan Council staff)
- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Transit Modernization

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund transit projects that make transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience.

Definition: A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial BRT lines may be eligible. Projects associated wholly or in part with new service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. Council staff can be consulted before the application deadline to determine a project's eligibility.

Examples of Transit Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- Intelligent transportation system (ITS) measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route
- Highway BRT and Dedicated Guideway BRT

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**325**	**30%**
Measure A - Total existing annual riders	325	
3. Equity and Affordable Housing ~~Performance~~	**175**	**16%**
Measure A – ~~Benefits and outreach to disadvantaged populations~~Engagement	~~125~~50	
Measure B – Equity population benefits and impacts	75	
Measure ~~B~~C – ~~Housing Performance Score/ a~~Affordable housing ~~connection~~access	50	

Criteria and Measures	Points	% of Total Points
4. Emissions Reduction	**50**	**5%**
Measure A – Description of emissions reduced	50	
5. Service and Customer Improvements	**200**	**18%**
Measure A – Project improvements for transit users	100	
6. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A – Bicycle and pedestrian elements of the project and connections	100	
7. Risk Assessment	**50**	**5%**
Measure A – Risk Assessment Form	50	
8. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

1. Role in the Regional Transportation System and Economy (100 Points)

This criterion measures the regional significance of the project, including the project's connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project's ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

A. **MEASURE**: Reference the "Population/Employment" 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. (50 Points)

RESPONSE: (Data from the "Population/Employment" map):

- Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
- Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
- Existing Employment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____
- Existing Post-Secondary Enrollment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____

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

Upload the "Population/Employment" map used for this measure.

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 block groups that are included within or intersect the buffer area around the project will be included in the analysis.

B. **MEASURE**: Reference the "Transit Connections" 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, as depicted on the "Transit Connections" 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 15 points.

RESPONSE (Data from the "Transit Connections" map):

- Existing transit routes directly connected to the project: _____ (35 Points).
- Planned transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP): _____(15 Points)

Upload the "Transit Connections" 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 2040 Transportation Policy Plan to include commuter rail, light rail, bus rapid transit (dedicated, highway, and arterial), and modern streetcar. Eligible transitway projects are those that have a mode and alignment identified in the Current Revenue Scenario of the 2040 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 route connections having the highest number of weekday trips will receive the full points. To account for the impacts of the COVID-19 pandemic while still recognizing the resiliency of certain routes through 2020, average weekday trips will be based on a weighted average of 2019 and 2020 trips. The weighted average will be based on the following formula:

(Average 2019 Weekday Trips x 0.75) + (Average 2020 Weekday Trips x 0.25)

Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ~~ridership~~service 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.

2. Usage (325 points)

This criterion quantifies the project's impact based on how many riders the improvement(s) will impact, i.e., existing riders.

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:_____

Note: Reference the "Transit Connections" map generated at the beginning of the application process to determine existing transit routes.

SCORING GUIDANCE (325 Points)

The applicant with the highest existing annual ridership will receive the full points. To account for the impacts of the COVID-19 pandemic while still recognizing the resiliency of certain routes through 2020, annual ridership will be based on a weighted average of 2019 and 2020 annual ridership. The weighted average will be based on the following formula:

(2019 Annual Ridership x 0.75) + (2020 Annual Ridership x 0.25)

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 (325). 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)*325 points or 217 points.

3. Equity and Affordable Housing (175~~Performance (175~~ Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, older adults, and residents of affordable housing ~~and the elderly~~. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. ~~**Sub-measure**: Equity Population~~ Engagement (0 to 50 points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults, and residents in affordable housing. ~~and the elderly.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults~~the elderly~~ within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged ~~and provided outreach to~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input is reflected in the projects' purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous,~~; feedback from these populations identifying potential positive~~ and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or ~~negative elements of the proposed project through engagement, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 50 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 75 points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults. ~~and the elderly.~~ All projects must mitigate potential negative benefits as required under federal law. ~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 75 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults~~the elderly~~. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;
- ~~-~~public health benefits;
- ~~-~~direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(~~ ~~10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~and the elderly created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 75 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B. **MEASURE**: Affordable Housing Access (0 to 50 points). Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;

- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 50 Points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 50 points. Multiple projects may receive the highest possible score of 50 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**:~~**points)**~~ Those projects that score at least 80% of the maximum total points available through Measures A, B,~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- ~~25 points to projects within an Area of Concentrated Poverty with 50% or more people of color~~
- ~~20 points to projects within an Area of Concentrated Poverty~~
- 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- ~~Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): ☐~~
- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- 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~~: ☐

SCORING GUIDANCE (0 to 25~~125~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 140~~., 40~~ points for Transit Modernization~~the Roadway~~ applications)~~,~~ the

project will receive Bonus points as described. ~~under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

F. ~~**MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information~~

~~Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using the number of stops in each jurisdiction. 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 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.~~

~~**RESPONSE**:~~

- ~~City/Township: _____~~
- ~~Number of Stops within each City/Township: _____~~
- ~~Percent of Stops within each City/Township: _____~~

~~**Part 2 (10 points): Affordable Housing Access**~~

~~This measure is a qualitative scoring measure. Describe and map any affordable housing developments — planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.~~

~~Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.~~

~~**RESPONSE**:~~

~~(Limit 2,100 characters; approximately 300 words):~~

4. Emissions Reduction (50 Points)

This criterion measures the impact that the project's implementation may have on air quality by rating the potential that project's elements have to contribute to reductions in CO, NOx, CO2e, PM2.5, and VOC emissions. Projects can include improvements to rolling stock; increases in travel speed and reductions in idling; and facility improvements that reduce emissions, reduce exposure, reduce congestion, and/or improve energy efficiency and use of renewable energy.

A. **MEASURE**: Discuss how the project will reduce emissions. Examples of project elements that can reduce emissions include (note that this is not an exhaustive list):
   - Improved fuel efficiency and reduced tailpipe emissions through vehicle upgrades
   - Improved ability for riders to access transit via non-motorized transportation
   - Improved accommodation of transit-oriented development walkable from transit stop(s) and/or station(s)
   - Reduced vehicle acceleration/deceleration cycles, "dead head" time, or idling time
   - Electric vehicle charging stations
   - Sustainable facility features such as energy efficient equipment, "green infrastructure" for storm water management, and use of renewable energy

   RESPONSE: Applicants are recommended to provide any data to support their argument.

SCORING GUIDANCE (50 Points)

The project that has the most benefits for reduced emissions, reduced exposures, reduced congestion, and/or improved energy efficiency will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

5. Service and Customer Improvements (200 Points)

Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will provide a better customer experience as a result of this project. Service and customer improvements include but are not limited to providing faster travel times, providing new or improved amenities or customer facilities, and improving customer interface with transit. This criterion will place particularly emphasis on travel time and reliability improvements.

A. **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 (200 Points):
   - Travel time or reliability improvements
   - Improved boarding area
   - Improved customer 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

   When providing a description of improvements and amenities, provide quantitative information, as applicable. This could include number of improved customer facilities by the type of amenity, number of routes impacted, or number of riders impacted. Of particular importance is quantifying travel time and reliability improvement. Examples include time saved per route, the portion of the route along which time is saved, and ridership or frequency on this route(s).

   RESPONSE: (Limit 5,600 characters; approximately 800 words):

SCORING GUIDANCE (200 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. When possible, quantitative information on service and customer improvements will be considered in the quality of the responses. A particular emphasis will be placed on travel time or reliability improvements. Projects will receive a share of the full points at the scorer's discretion.

6. Multimodal Elements and Existing Connections (100 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.

A. **MEASURE**: Discuss any 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 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 (2,800 or fewer characters), 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 stops with safe / comfortable areas for pedestrians to walk or wait

7. Risk Assessment (50 Points)

This criterion measures the number of risks associated with the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks are outlined 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.)

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment. ☐

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

RESPONSE: (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects~~,~~ ~~except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~List Dates of most recent meetings and outreach specific to this project:~~

- ~~Meeting with general public: _____~~
- ~~Meeting with partner agencies: _____~~
- ~~Targeted online/mail outreach: _____~~
  - ~~Number of respondents: _____~~

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. Layout (25 Percent of Points)

Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the~~

~~roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – colleen.brown@state.mn.us.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. Review of Section 106 Historic Resources (15 Percent of Points)

100%	☐	No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
100%	☐	There are historical/archeological properties present but determination of “no historic properties affected” is anticipated.
80%	☐	Historic/archeological property impacted; determination of “no adverse effect” anticipated
40%	☐	Historic/archeological property impacted; determination of “adverse effect” anticipated
0%	☐	Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

SCORING GUIDANCE (50 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)*50 points or 29 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**: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost.

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):_____
- Points Awarded in Previous Criteria: _____ (entered by Metropolitan Council staff)
- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Travel Demand Management (TDM)

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund lower-cost, innovative TDM projects that reduce emissions and vehicle miles traveled (VMT) in congested corridors.

Definition: Travel demand management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**200**	**18%**
Measure A - Ability to capitalize on existing regional transportation facilities and resources	200	
2. Usage	**100**	**9%**
Measure A – Users	100	
3. Equity and Affordable Housing ~~Performance~~	**150**	**14%**
Measure A – ~~Benefits and outreach to disadvantaged populations~~Engagement	~~100~~45	
Measure B – Equity population benefits and impacts	60	
Measure ~~B~~C – ~~Housing Performance Score/ a~~Affordable housing ~~connection~~access	~~50~~45	
4. Congestion Reduction/Air Quality	**300**	**27%**
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	150	
5. Innovation	**200**	**18%**
Measure A - Project innovations and geographic expansion	200	
6. Risk Assessment	**50**	**5%**
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are	25	

Criteria and Measures		Points	% of Total Points
	expended		
7.	**Cost Effectiveness**	**100**	**9%**
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,100**	

1. Role in the Regional Transportation System and Economy (200 Points)

This criterion measures the existing regional transportation resources that can be capitalized on as part of this project.

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

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

SCORING GUIDANCE (200 Points)

The applicant will receive points based on the quality of the response. Projects that effectively use existing organization and regional infrastructure and manage congestion and use on key facilities will receive the most points. The applicant with the top score will receive full points. Remaining projects will receive a share of the full points.

2. Usage (100 Points)

This criterion quantifies the project's impact by estimating the number of direct users of the TDM by identifying the strength of its connection to target groups.

A. **MEASURE**: Calculate and provide the number of average weekday users of the project. 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. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project.

Benefits may include:

- Access to jobs
- Reduced congestion
- Reverse commute assistance
- Ability to live car-free
- Overcoming barriers to non-traditional commuting (e.g., shift times not adhering to transit schedules; long transit trips due to transfers/timing)
- Major employers or employment areas
- Reduced transportation costs through subsidizing/incentivizing alternative modes

RESPONSE:

- Average Weekday Users:_____

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

SCORING GUIDANCE (100 Points)

The applicant will receive points based on the quality of the response and the number of average weekday users. The project that most effectively defines a targeted population and the ability to reach that population, along with the most effective benefits will receive the full points. Remaining projects will receive a share of the full points.

Applicants that provide an unclear or unreasonable methodology will receive 0 points.

3. Equity and Affordable Housing (150~~Performance (150~~ Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, older adults, and residents of affordable housing ~~and the elderly~~. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **~~MEASURE~~**: ~~Socio-Economic Equity~~

A. **~~Sub-measure~~**~~: Equity Population~~ Engagement (0 to 45~~40~~ points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults, and residents in affordable housing. ~~and the elderly.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults~~the elderly~~ within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged ~~and provided outreach to~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input is reflected in the projects' purpose and need and design. Elements of quality engagement include: outreach and engagement to~~

specific communities and populations ~~that are~~ likely to be directly impacted by the project?

3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous,~~; feedback from these populations identifying potential positive~~ and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or ~~negative elements of the proposed project through engagement, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 45 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 60 points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults. ~~and the elderly.~~ All projects must mitigate potential negative benefits as required under federal law.~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 60 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults~~the elderly~~. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;
- ~~-~~public health benefits;
- ~~-~~direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(-10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~and the elderly created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 60 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B.~~ **MEASURE**: Affordable Housing Access (0 to 45 points). ~~Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (45 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 45 points. Multiple projects may receive the highest possible score of 45 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**:~~**points)**~~ Those projects that score at least 80% of the maximum total points available

through Measures A, B,~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- ~~25 points to projects within an Area of Concentrated Poverty with 50% or more people of color~~
- ~~20 points to projects within an Area of Concentrated Poverty~~
- 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- ~~Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): ☐~~
- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- 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~~: ☐

SCORING GUIDANCE (0 to 25~~100~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 120~~., 40~~ points for Travel Demand Management~~the Roadway~~ applications)~~,~~ the project will receive Bonus points as described~~ under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information.~~

~~Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using the percent of population 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), the project will not be~~

disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.

RESPONSE:

- City/Township: _____
- Population within each City/Township: _____
- Percent of population within City/Township: _____

Part 2 (10 points): Affordable Housing Access

This measure is a qualitative scoring measure. Describe and map any affordable housing developments – planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.

Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.

RESPONSE:

(Limit 2,100 characters; approximately 300 words):

SCORING GUIDANCE (50 Points)

Part 1 (40 points): The applicant with the highest 2019 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)*40 points or 24 points.

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 population 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), the project's total score will be adjusted as a result. If this is the case, the hold-harmless method will be used: the total points possible in the application will be 960 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 960, then multiplied by 1,000. Therefore, a project scoring 900 out of 960, will equate to 938 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 Housing Performance Score (or weighted average) and the hold-harmless method should be used. This will result in a total score that will be somewhere between 960 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale. NOTE: Any community without a Housing Performance Score in 2019 will be awarded the better of its new score in 2020 and the above method. NOTE: in these

~~cases, the raw points from Part 2 will be included in the 960-point total.~~

~~Part 2 (10 points): The project that best provides meaningful improvements to access to the affordable housing units will receive the full 10 points. Multiple projects may receive the highest possible score of 10 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.~~

~~Final Score (50 points): The scores in Parts 1 and 2 will be totaled. If no application gets 50 points, the highest-scoring project will be awarded 50 points, with other projects adjusted proportionately.~~

~~Note: Metropolitan Council staff will score this measure.~~

4. Congestion Reduction/Air Quality (300 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, NOx, CO2e, PM2.5, 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. (150 Points)

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

SCORING GUIDANCE (150 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-minor arterials: Up to 50 Points, plus
- The project will reduce congestion and/or SOV trips in the project area: Up to 100 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 daily 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 daily one-way trips reduced. (200 Points)

   NOTE: A "trip" is defined as the journey from origin to destination. Round trip travel is considered two trips. Using multiple modes or multiple transit routes between an origin and destination does not constitute multiple trips.

   - VMT reduced = Number daily 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
- NOX reduced = VMT reduced * 0.16
- CO2e reduced = VMT reduced * 366.60
- PM2.5 reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

RESPONSE: (Emissions reduction will be automatically calculated):

- Number of Daily One-Way Commute Trips Reduced:_____
- Average Commute Trip Length (Default 12.1):_____

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

SCORING GUIDANCE (150 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)*150 points or 120 points.

Applicants that do not provide methodology will receive 0 points. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

5. Innovation (200 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 the geographic area of an existing project. (200 Points)

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

SCORING GUIDANCE (200 Points)

The applicant will receive the full points shown for each of the 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.

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

A project that duplicates efforts already occurring within the same geography can be subjected to a reduced score, at the scorer's discretion, if the scorer feels it is redundant and therefore not good

stewardship of public funds.

6. Risk Assessment (50 Points)

This criterion measures technical capacity of the applicant and their long-term strategy to sustain their proposed projects beyond the initial funding period.

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

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

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

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. (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.

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**: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls).

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

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):_____ (automatically calculated)
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Multiuse Trails and Bicycle Facilities

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund multiuse trail and bicycle facilities that increase the availability and attractiveness of bicycling, walking, or rolling by improving safety: reducing or eliminating user barriers: and improving the Regional Bicycle Transportation Network (RBTN).

Definition: A project that benefits bicyclists (or bicyclists and other non-motorized users). All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve both a transportation purpose and a recreational purpose. Multiuse trail bridges or underpasses should apply in this application category instead of the Pedestrian Facilities application category given the nature of the users and the higher maximum award amount. 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.

Examples of Multiuse Trail and Bicycle Facility Projects:

- Multiuse trails
- Trail bridges/underpasses
- On-street bike lanes
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**200**	**18%**
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
2. Potential Usage	**200**	**18%**
Measure A - Existing population and employment within 1 mile	200	
3. Equity and Affordable Housing ~~Performance~~	**120**	**11%**
Measure A – ~~Benefits and outreach to disadvantaged populations~~Engagement	~~70~~36	
Measure B – Equity population benefits and impacts	48	
Measure ~~B~~C – ~~Housing Performance Score/ a~~Affordable housing ~~connection~~access	50	
4. Deficiencies and Safety	**250**	**23%**
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
5. Multimodal Facilities and Existing Connections	**100**	**9%**
Measure A - Transit or pedestrian elements of the project and connections	100	

Criteria and Measures	Points	% of Total Points
6. Risk Assessment/Public Engagement	**130**	**12%**
Measure A - Risk Assessment Form	130	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

1. Role in the Regional Transportation System and Economy (200 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 (2015).

A. **MEASURE**: Reference the "Project to RBTN Orientation" map generated at the beginning of the application process. Draw the proposed trail on the map.

RESPONSE: (Select one, based on the "Project to RBTN Orientation" 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)

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)

Upload the "Project to RBTN Orientation" map used for this measure.

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 Project to RBTN Orientation 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: If no projects meet the above criterion for 200 points, the top scoring project(s) will be adjusted to 200 points and all other project scores will be adjusted proportionately. Due to tiered scoring, it is possible that multiple projects will receive the maximum allotment of 200 points.

2. Potential Usage (200 Points)

This criterion quantifies the project's potential 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.

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.

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

- Existing Population within 1 Mile (Integer Only, 100 Points): _____
- Existing Employment within 1 Mile (Integer Only, 100 points): _____

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

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 2,000 people, this applicant would receive (1,000/2,000)*100 points or 50 points.

A. Existing population: 100 Points
B. 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 100 points and the top project had 180 points, this applicant would receive (100/180)*200 points or 111 points.

Equity and Affordable Housing ~~Performance~~

Equity and Affordable Housing ~~Performance~~

Equity and Affordable Housing ~~Performance~~

Equity and Affordable Housing ~~Performance~~

Equity and Affordable Housing ~~Performance~~

3. Equity and Affordable Housing (120~~Performance (120~~ Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people

~~of color, people~~ with disabilities, youth, older adults, and residents of affordable housing ~~and the elderly~~. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. ~~**Sub-measure**: Equity Population~~ Engagement (0 to 36~~30~~ points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults, and residents in affordable housing. ~~and the elderly.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults~~the elderly~~ within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged ~~and provided outreach to~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input is reflected in the projects' purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous,~~; feedback from these populations identifying potential positive~~ and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or ~~negative elements of the proposed project through engagement, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 36 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 48~~40~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults. ~~and the elderly.~~ All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 40 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults~~the elderly~~. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;
- ~~-~~public health benefits;
- ~~-~~direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(-10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~and the elderly created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 48 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B. Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing

subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (36 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 36 points. Multiple projects may receive the highest possible score of 36 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**:~~**points)**~~ Those projects that score at least 80% of the maximum total points available through Measures A, B,~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- ~~•~~ 25 points to projects within an Area of Concentrated Poverty ~~with 50% or more people of color~~
- ~~20 points to projects within an Area of Concentrated Poverty~~
- 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- ~~Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): ☐~~
- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- 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~~: ☐

SCORING GUIDANCE (0 to 25~~70~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 96~~., 40~~ points for the Bicycle and Pedestrian~~Roadway~~ applications)~~,~~ the project will receive Bonus points as described. ~~under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information~~

~~Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using length or population 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.~~

~~**RESPONSE**: (NOTE: The below bullets vary slightly by funding category)~~

- ~~City/Township: _____~~
- ~~Total project cost: _____~~
- ~~Length of Segment within each City/Township: _____~~
- ~~Percent of total funds to be spent within City/Township: _____~~

~~**Part 2 (10 points): Affordable Housing Access**~~

~~This measure is a qualitative scoring measure. Describe and map any affordable housing developments — planned, under construction or existing, within ½ mile of the proposed project.~~

~~The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.~~

~~Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.~~

~~**RESPONSE**:~~

~~(Limit 2,100 characters; approximately 300 words):~~

4. Deficiencies and Safety (250 Points)

This criterion addresses the project's ability to overcome barriers or system gaps through completion of a *Critical Bicycle Transportation Link*, or through implementing new or improved Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings (MRBBC)as defined in the 2040 TPP. 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 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**: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities. (100 Points)

Note: For this criterion, applications will be given the higher of the Part 1 and Part 2 scores as described below. Applicants are encouraged to complete both Parts 1 and 2. If applicants for projects involving Tier 1 regional barriers or Major River Bicycle Barrier Crossings **choose not to complete Part I, it is recommended that they first confirm with Council staff** the Tier 1 or MRBBC status of the project location.

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions. Specifically, describe how the project would accomplish the following: **Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.**

Bike system gap improvements may include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
    - Providing a safer, more protected on-street facility or off-road trail;
    - Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
    - Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.

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

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the "Regional Bicycle Barrier Crossing Improvement Areas" as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows:

- Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings: ☐ (100 Points)
- Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments: ☐ (75 Points)

- Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments: ☐ (50 Points)
- Crossings of non-tiered Regional Bicycle Barrier segments: ☐ (25 Points)
- No improvements to barrier crossings ☐ (0 Points)

Projects that improve crossings of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs) : ☐ (+15 Points)

SCORING GUIDANCE (100 Points)

Project scores for Criterion 4.A will be the **higher of the Part 1 and Part 2 sub-scores**, to be determined as follows:

Part 1 (Qualitative Assessment): The project that best closes a bicycle network gap, provides a facility that crosses or circumvents a physical barrier, and/or improves continuity or connections between jurisdictions will receive the full 100 points. Remaining projects will receive a share of the full points at the scorer's discretion. Multiple projects may receive the highest possible score of 100 points based on this assessment. Projects should be compared and rated irrespective to the assigned scores they may receive under Part 2.

OR

Part 2: (Quantitative Assignment): Scorer will assign points based on the project's standing in relation to the Regional Bicycle Barrier Crossing Improvement Areas and Major River Bicycle Barrier Crossings as follows:

- Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & Major River Bicycle Barrier Crossings (100 points)
- Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments (75 Points)
- Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments (50 Points)
- Crossings of non-tiered Regional Bicycle Barriers (i.e., barrier segments that are outside of the Regional Bicycle Barrier Crossing Improvement Areas) (25 Points)

- For projects that do not create or improve a regional or major river bicycle barrier crossing, Part 2 is not applicable and the score for Part 1 will be used as the project score for this measure.

Projects that improve crossings of multiple Regional Bicycle Barriers will receive 15 bonus points in addition to their Tier 2, Tier 3, or non-tiered regional barrier segment-based points. (This does not apply to Tier 1 barrier crossings or MRBBC projects which already receive the maximum points possible.)

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. If the agency submitting the application

has access to MnCMAT, crash data from that system can be used as part of the submittal. Crashes involving bicyclists and pedestrians should be reported for the latest available 10-year period. 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: (Limit 2,800 characters; approximately 400 words):

MULTIUSE TRAILS/BICYCLE FACILITIES 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 whether 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.

A. 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 76 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): 76 to 150 Points
B. 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 Elements and Connections (100 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.

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 connections. 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: (400 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.

6. Risk Assessment (130 Points)

This criterion measures the number of risks associated with the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks 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):

Please check those that apply and fill in anticipated completion dates for all projects~~,~~ ~~except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~List Dates of most recent meetings and outreach specific to this project:~~

- ~~Meeting with general public: _____~~
- ~~Meeting with partner agencies: _____~~
- ~~Targeted online/mail outreach: _____~~
  - ~~Number of respondents: _____~~

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. **Layout (25 Percent of Points)**

Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points.~~-~~ **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. **Review of Section 106 Historic Resources (15 Percent of Points)**

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

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**: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls).

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

  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): _____ (automatically calculated)
  - Enter amount of Noise Walls: _____
  - Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Pedestrian Facilities (Sidewalks, Streetscaping, And ADA)

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund pedestrian facility projects that focus on increasing the availability and attractiveness of walking or rolling by improving safety and removing gaps in the system.

Definition: A project that primarily benefits pedestrians as opposed to multiple types of non-motorized users. Most non-motorized projects should apply in the Multiuse Trail and Bicycle Facilities application category. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multiuse trail bridges or underpasses should apply in the Multiuse Trail and Bicycle Facilities application category instead of this application category given the nature of the users and the higher maximum awards. Routine maintenance activities on a pedestrian 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.

Examples of Pedestrian Facility Projects:

- Sidewalks
- Streetscaping
- Americans with Disabilities Act (ADA) improvements
- Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**150**	**14%**
Measure A - Connection to Jobs and Educational Institutions	150	
2. Potential Usage	**150**	**14%**
Measure A - Existing population within ½ mile	150	
3. Equity and Affordable Housing ~~Performance~~	**120**	**11%**
Measure A – ~~Benefits and outreach to disadvantaged populations~~Engagement	~~70~~36	
Measure B – Equity population benefits and impacts	48	
Measure ~~B~~C – ~~Housing Performance Score/ a~~Affordable housing ~~connection~~access	50	
4. Deficiencies and Safety	**300**	**27%**
Measure A - Barriers overcome or gaps filled	120	

Criteria and Measures		Points	% of Total Points
	Measure B - Deficiencies corrected or safety problems addressed	180	
5.	**Multimodal Facilities and Existing Connections**	**150**	**14%**
	Measure A - Transit or bicycle elements of the project and connections	150	
6.	**Risk Assessment/Public Engagement**	**130**	**12%**
	Measure A - Risk Assessment Form	130	
7.	**Cost Effectiveness**	**100**	**9%**
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,100**	

1. Role in the Regional Transportation System and Economy (150 Points)

This criterion measures the regional significance of the project, including the project's connections to jobs, Educational Institutions, and people.

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.

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

- Existing Employment Within One-Half Mile:_____
- Existing Post-Secondary Enrollment Within One-Half Mile:_____

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

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 will be included in the analysis.

In the case of multiple project locations, the employment and post-secondary enrollments around each length or point will be added together.

2. Potential Usage (150 Points)

This criterion quantifies the project's potential usage based on the existing population adjacent to the project.

A. **MEASURE**: Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population within 1/2-mile, as depicted on the "Population Summary" map.

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

- Existing Population Within One-Half Mile: _____

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

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.

In the case of multiple project locations, population around each length or point will be added together.

3. Equity and Affordable Housing (120~~Performance (120~~ Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, older adults, and residents of affordable housing ~~and the elderly~~. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. ~~**Sub-measure**: Equity Population~~ Engagement (0 to 3630 points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults, and residents in affordable housing. ~~and the elderly.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults~~the elderly~~ within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific~~

~~populations~~ were engaged ~~and provided outreach to~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input is reflected in the projects' purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous,~~; feedback from these populations identifying potential positive~~ and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or ~~negative elements of the proposed project through engagement, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 36 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 48~~40~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults. ~~and the elderly.~~ All projects must mitigate potential negative benefits as required under federal law.~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 40 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults~~the elderly~~. Benefits could relate to:

- -pedestrian and bicycle safety improvements;
- -public health benefits;
- -direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~

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

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(-10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~and the elderly created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 48 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B.~~ **MEASURE**: Affordable Housing Access (0 to 36 points). ~~Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (36 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 36 points. Multiple projects may receive the highest possible score of 36 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**~~points)~~ Those projects that score at least 80% of the maximum total points available through Measures A, B,~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- ~~25 points to projects within an Area of Concentrated Poverty with 50% or more people of color~~
- ~~20 points to projects within an Area of Concentrated Poverty~~
- 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- ~~Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): ☐~~
- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- 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~~: ☐

SCORING GUIDANCE (0 to 25~~70~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 96~~., 40~~ points for the Bicycle and Pedestrian~~Roadway~~ applications)~~,~~ the project will receive Bonus points as described~~ under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial~~

~~rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information~~

~~Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using length or population 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.~~

~~**RESPONSE**: (NOTE: The below bullets vary slightly by funding category)~~

- ~~City/Township: _____~~
- ~~Total project cost: _____~~
- ~~Length of Segment within each City/Township: _____~~
- ~~Percent of total funds to be spent within City/Township: _____~~

~~**Part 2 (10 points): Affordable Housing Access**~~

~~This measure is a qualitative scoring measure. Describe and map any affordable housing developments – planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.~~

~~Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.~~

~~**RESPONSE**:~~

~~(Limit 2,100 characters; approximately 300 words):~~

4. Deficiencies and Safety (300 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.

A. **MEASURE**: Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connect system segments in the pedestrian network. The applicant should include a description of barriers and gap improvements for the project. 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. The description should also include details of any project elements that advance needs prioritized in an ADA Transition Plan. (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 fulfill the intent of the measure will receive 0 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. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. Crashes involving bicyclists and pedestrians should be reported for the latest available 10-year period. 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.

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

PEDESTRIAN 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 whether 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 101 and 180 points (i.e., a project that reduces one-half of the crashes of the top project would receive 150 points): 101 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 120 points based on the quality of the project and response: 0 to 120 Points

5. Multimodal Elements and Connections (150 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.

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 connections. 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):

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)

This criterion measures the number of risks associated with the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks 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):

Please check those that apply and fill in anticipated completion dates for all projects~~,~~ ~~except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~List Dates of most recent meetings and outreach specific to this project:~~

- ~~Meeting with general public: _____~~
- ~~Meeting with partner agencies: _____~~
- ~~Targeted online/mail outreach: _____~~
  - ~~Number of respondents: _____~~

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. **Layout (25 Percent of Points)**
   Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

   100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

   75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

   25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

   0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. Review of Section 106 Historic Resources (15 Percent of Points)

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

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)*50 points or 29 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 criteria.

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

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

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):_____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS

Safe Routes to School Infrastructure

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund Safe Route to School infrastructure projects that focus on improving safety around school sites.

Definition: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site.

Examples of Safe Routes to School Infrastructure Projects:

- Sidewalks benefiting people going to the school
- Multiuse trails benefiting people going to the school
- Improved crossings benefiting people going to the school
- Multiple improvements

Scoring:

Criteria and Measures	Points	% of Total Points
1. Relationship between Safe Routes to School Program Elements	**250**	**23%**
Measure A - Describe how project addresses ~~5~~ 6 Es* of SRTS program		
Measure B – Completion of Safe Routes to School Plan or local plan	250	
2. Potential Usage	**250**	**23%**
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
3. Equity and Affordable Housing ~~Performance~~	**120**	**11%**
Measure A – ~~Benefits and outreach to disadvantaged populations~~Engagement	~~70~~36	
Measure B – Equity population benefits and impacts	48	
Measure ~~B~~C – ~~Housing Performance Score/ a~~Affordable housing ~~connection~~access	50	
4. Deficiencies and Safety	**250**	**23%**
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
5. Risk Assessment/Public Engagement	**130**	**12%**
Measure A - Public engagement process	45	
Measure B - Risk Assessment Form	85	
6. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

** The 5 Es of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement.*

1. Relationship between Safe Routes to School Program Elements (250 Points)

This criterion assesses the program's ability to integrate the Safe Routes to School Program Elements: Evaluation, Education, Encouragement, Equity, Engagement, and Engineering~~ngineering, Education, Enforcement, Encouragement, and Evaluation~~ (the 6~~5~~ Es).

A. **MEASURE**: Describe how the SRTS program associated with the project addresses or integrates the ~~5~~ 6 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 ~~5~~6 Es into the SRTS program associated with the project.

MnDOT Safe Routes to School guidance defines these elements as follows:

- **Evaluation** – Evaluation helps understand the underlying issues that need to be addressed and understand how the projects and programs of each of the other five "E's" can be most effective.~~**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.~~
- **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.~~ Classes and activities that teach children (and their parents) bicycle, pedestrian and traffic safety skills, the benefits of bicycling and walking, the best routes to get to school, and the positive impacts these activities have on personal health and the environment.
- ~~**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.~~
- **Encouragement** – Using events and activities to promote walking and bicycling.
- ~~**Evaluation**~~ **Equity** – ~~Monitoring and documenting outcomes and trends through the collection of data before and after the project(s).~~Assurance that SRTS initiatives benefits all demographic groups, with additional attention toward addressing barriers and ensuring safe and healthy outcomes for lower-income students, students of color, and others that face significant disparities.
- **Engagement** –
- **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.

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

SCORING GUIDANCE (150 Points)

The applicant will receive up to 30 points for each of the five sub-measures based on the program's ability to demonstrate the incorporation of each of the 5 Es 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., 30 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.

- Evaluation: 0-30 Points
- ~~Engineering: 0-30 Points~~
- Education: 0-30 Points
- ~~Enforcement: 0-30 Points~~
- ~~Encouragement: 0-30 Points~~
- Engagement: 0-30 Points
- Engineering: 0-30 Points ~~Evaluation: 0-30 Points~~

The highest-scoring application for this measure will be adjusted to receive the full 150 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)*150 points or 75 points.

B. **MEASURE**: Confirm that the project is consistent with an adopted Safe Routes to School Plan.

RESPONSE:

- The project, or the issue/barrier being addressed by the project, is specifically named in an adopted Safe Routes to School plan* (100 Points): _____
- The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access (75 Points):
- The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school (50 points): _____
- The school(s) in question do not have Safe Routes to School plan(s) (0 Points): _____

*The Minnesota Department of Transportation has a grant award program for *Safe Routes to School Planning*.

SCORING GUIDANCE (100 Points)

The applicant will receive 100 points if the project is named in a Safe Routes to School plan and 75 points if it is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access. It will receive 50 points if it is discussed as a school-based project in a locally adopted transportation/mobility plan or study.

2. Potential Usage (250 Points)

This criterion quantifies the project's potential impact to existing population.

A. **MEASURE**: Average percent of student population that currently bikes, 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). (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)*170 points or 85 points.

B. **MEASURE**: Population of enrolled students within one mile of the elementary school, middle school, or high school served by the project. Enrollment data from the impacted school(s) must be used in this response.

RESPONSE:

- Student population within 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 Affordable Housing (120~~Performance (120~~ Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth, older adults, and residents of affordable housing ~~and the elderly~~. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

~~A.~~ **MEASURE**: ~~Socio-Economic Equity~~

A. ~~**Sub-measure**: Equity Population~~ Engagement (0 to 3630 points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults, and residents in affordable housing. ~~and the elderly.~~ Engagement should occur prior to and during project~~a project's~~ development, with the intent to provide direct benefits ~~to,~~ or solve~~,~~ an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults~~the~~

~~elderly~~ within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged ~~and provided outreach to~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input is reflected in the projects' purpose and need and design. Elements of quality engagement include: outreach and engagement to~~ specific communities and populations ~~that are~~ likely to be directly impacted by the project?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous,~~; feedback from these populations identifying potential positive~~ and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or ~~negative elements of the proposed project through engagement, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable, ~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 36 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 48~~40~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, older adults. ~~and the elderly.~~ All projects must mitigate potential negative benefits as required under federal law.~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve

transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 40 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults~~the elderly~~. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;
- ~~-~~public health benefits;
- ~~-~~direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.~~
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(-10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~and the elderly created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~Note that this~~ is not an exhaustive list.

- ~~Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.~~
- ~~Increased noise.~~
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ~~Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.~~
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.

- Inclusion of some other barrier to access to jobs and other destinations.

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

SCORING GUIDANCE (0 to 48 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B.~~ **MEASURE**: Affordable Housing Access (0 to 36 points). ~~Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (36 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 36 points. Multiple projects may receive the highest possible score of 36 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**~~points)~~ Those projects that score at least 80% of the maximum total points available through Measures~~measures~~ A, ~~and~~ B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- ~~25 points to projects within an Area of Concentrated Poverty with 50% or more people of color~~
- ~~20 points to projects within an Area of Concentrated Poverty~~
- 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

Upload the "Socio-Economic Conditions" map used for this measure.

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- ~~Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): ☐~~
- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- 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~~: ☐

SCORING GUIDANCE (0 to 25~~70~~ Points)

~~Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded.~~ If the applicant receives at least 80% of the available points in Measures A, B, and C (~~, i.~~e.g., 96~~., 40~~ points for the Bicycle and Pedestrian~~Roadway~~ applications), ~~,~~ the project will receive Bonus points as described. ~~under Measure C.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **MEASURE**: Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project's connection to affordable housing (10 points) as described below.~~

~~**Part 1 (40 points): Housing Performance Score**~~

~~A city or township's housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information~~

~~Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using length or population 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), the project will not be disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.~~

~~**RESPONSE**: (NOTE: The below bullets vary slightly by funding category)~~

- ~~City/Township: _____~~
- ~~Total project cost: _____~~
- ~~Length of Segment within each City/Township: _____~~
- ~~Percent of total funds to be spent within City/Township: _____~~

~~**Part 2 (10 points): Affordable Housing Access**~~

~~This measure is a qualitative scoring measure. Describe and map any affordable housing developments — planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.~~

~~Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.~~

~~**RESPONSE**:~~

~~(Limit 2,100 characters; approximately 300 words):~~

4. Deficiencies and Safety (250 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 "Project to RBTN Orientation" 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 (Limit 2,800 characters; approximately 400 words):

Upload the "Project to RBTN Orientation" map.

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 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.

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. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. Crashes involving bicyclists and pedestrians should be reported for the latest available10-year period. 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.

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

SCORING GUIDANCE (150 Points)

The applicant will receive points as demonstrated 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 whether or not 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 will 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 76 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 113 points): 76 to 150 Points

For applicants that do not provide actual bicycle and pedestrian crash data. Note, the applicant must still demonstrate 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 75 points while other projects will receive a portion of the 75 points based on the quality of the project and response: 0 to 75 Points.

5. Public Engagement/Risk Assessment (130 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. 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, 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.~~

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

~~**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 and stakeholder contacts, 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.~~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):

Please check those that apply and fill in anticipated completion dates for all projects~~,~~ ~~except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. **Public Involvement (~~20~~ 48 Percent of Points)**

   Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

   ~~List Dates of most recent meetings and outreach specific to this project:~~

   - ~~Meeting with general public: _____~~
   - ~~Meeting with partner agencies: _____~~
   - ~~Targeted online/mail outreach: _____~~
     - ~~Number of respondents: _____~~

   100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~Meetings~~ specific to this project with the general public and partner agencies have been used to help identify the project need.

   ~~75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.~~

   50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

   50% ☐ At least ~~one meeting~~ online/mail outreach effort specific to this project with the general public ~~key partner agencies~~ has been used to help identify the project need.

   25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

   0% ☐ No outreach has led to the selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. **Layout (~~25~~ 16 Percent of Points)**
   Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. Review of Section 106 Historic Resources (~~15~~ 10 Percent of Points)

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present but determination of “no historic properties affected” is anticipated.

80% ☐ Historic/archeological property impacted; determination of “no adverse effect” anticipated

40% ☐ Historic/archeological property impacted; determination of “adverse effect” anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (~~25~~ 16 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete
25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels identified
0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - parcels not all identified
~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (~~15~~ 10 Percent of Points)

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

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.~~ 6. *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**: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls).

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

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):_____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar 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 received .0005 points per dollar and the application being scored received .00025 points per

dollar, this applicant would receive (.00025/.0005)*X 100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

TOTAL: 1,100 POINTS