Equity Measure

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

   A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and children, people with disabilities, and the elderly. Include information about any mitigation for expected negative impacts. (70 Percent of Points) (**provide link**)

   - Project located in Racially Concentrated Area of Poverty: ☐ (Up to 100 Percent of Points)
   - Project located in Concentrated Area of Poverty: ☐ (Up to 80 Percent of Points)
   - Project's census tracts are above the regional average for population in poverty or population of color: ☐ (Up to 60 Percent of Points)
   - Project is not located in one of these identified geographic areas listed in 1-3; however, people of color and low-income populations are included in the project area in lower concentrations. Applicant describes positive benefits and mitigation for negative impacts for these populations in the project area: ☐ (Up to 40 Percent of Points)

   RESPONSE (200 words or less):

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

   RESPONSE (Completed by Metropolitan Council staff):

Roadway Expansion – Draft Prioritizing Criteria and Measures

Updated June 19, 2014

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

1. Role in the Regional Transportation System and Economy (20 Percent of Points) – This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, serves heavy commercial traffic, and connects to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as defined in ThriveMSP 2040, as well as existing local activity centers.

A. *MEASURE:* Address how the project route fulfills its role in the regional economy as identified by its current functional classification. Respond as appropriate to one type of functional classification. (50 Percent of Points)

Reliever:

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

RESPONSE (Calculation):

Expander:

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

RESPONSE (Calculation):

Augmentor:

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

RESPONSE (Calculation:

Non-Freeway Principal Arterial:

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

RESPONSE (Calculation):

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (37.5 Percent of Points)

RESPONSE:

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

C. *MEASURE:* Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions as defined in ThriveMSP 2040 (**provide link**). (12.5 Percent of Points)

RESPONSE (Select all that apply):

- Direct connection to or within a mile of a Job Concentration: ☐ (100 Percent of Points)
- Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (100 Percent of Points)
- Direct connection to or within a mile of an Educational Institution:☐ (60 Percent of Points)
- Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted local plan:☐ (60 Percent of Points)

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

A. *MEASURE:* Metropolitan Council staff will calculate the current daily person throughput at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (62.5 Percent of Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.31 vehicle occupancy) + current average annual ridership

RESPONSE (Completed by Metropolitan Council staff):

- Location:_____ Current AADT volume:_____

B. *MEASURE:* Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (37.5 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

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

OR

RESPONSE:

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

3. Equity (5 Percent of Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

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

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

RESPONSE:

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

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

A. *MEASURE:* Conduct a capacity analysis at the most congested intersection on the roadway project using existing turning movement counts in the a.m. or p.m. peak hour and the Synchro/SimTraffic or Rodel (for roundabouts) software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total delay at the intersection and the corresponding Level of Service. In addition, the reduction in the total delay at the intersection due to the project and the resulting Level of Service should be shown. The applicant must then calculate the cost per total vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

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

RESPONSE (Calculation):

6. Safety (15 Percent of 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 cost effectiveness based on the total project cost and crash reduction. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

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

- Cost Effectiveness = total project cost/total number of crashes reduced by the project

RESPONSE (Calculation):

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

Transit Facilities

A. *MEASURE:* Describe the existing transit facilities accommodations and discuss how the project improves the travel experience for transit users and, if applicable, supports planned transitway stations. Applicants must detail these transit benefits on the required project map. Examples of transit improvements can include, but are not limited to, improving accessibility to transit stops, installing bus stop amenities for passengers such as benches, public art, wayfinding, removing obstructions to create safe/open gathering spaces, and pedestrian-scale lighting. (___Percent of Points)

RESPONSE (200 words or less):

Transit Connections

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

RESPONSE (List route numbers):

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

Multimodal Facilities

C. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience and safety of these modes. Proposed multimodal improvements can include, but are not limited to, construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from bicycle traffic through the installation of a buffer such as a boulevard, pedestrian-scale lighting, bicycle signal heads with coordinated leading pedestrian signal phasing, pedestrian countdown signals with crosswalks, curb extensions, protected intersections, pedestrian medians, traffic calming measures, benches, public art, and wayfinding. Different treatments are appropriate for different types of roadway conditions. (___ Percent of Points)

RESPONSE (200 words or less):

Multimodal Connections

D. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility. (___ Percent of Points)

RESPONSE (check where applicable):

Pedestrian Facilities

- Existing pedestrian connection to the project: □ (50 Percent of Points)
- Pedestrian connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned pedestrian connection to the project: □ (X Percent of Points)
- No existing or planned pedestrian connections to the project □ (0 Percent of Points)

Bicycle Facilities

- Existing bikeway connection to the project: □ (50 Percent of Points)
- Bikeway connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned bikeway connection to the project: □ (X Percent of Points)
- No existing or planned bikeway connections to the project □ (0 Percent of Points)

RESPONSE (200 words or less):

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

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

RESPONSE (Complete Risk Assessment):

TOTAL: _____ POINTS

Roadway Reconstruction/Modernization – Draft Prioritizing Criteria and Measures

Updated June 19, 2014

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

1. Role in the Regional Transportation System and Economy (20 Percent of Points) – This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, serves heavy commercial traffic, and connects to regional centers of jobs and activity.

A. *MEASURE:* Address how the project route fulfills its role in the regional economy as identified by its current functional classification. Respond as appropriate to one type of functional classification. (50 Percent of Points)

Reliever:

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

RESPONSE (Calculation):

Expander:

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

RESPONSE (Calculation):

Connector:

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

RESPONSE (Calculation):

Augmentor:

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

RESPONSE (Calculation):

Non-Freeway Principal Arterial:

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

RESPONSE (Calculation):

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (37.5 Percent of Points)

RESPONSE:

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

C. *MEASURE:* Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions as defined in ThriveMSP 2040 (**provide link**). (15.5 Percent of Points)

RESPONSE (Select all that apply):

- Direct connection to or within a mile of a Job Concentration: ☐ (100 Percent of Points)
- Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (100 Percent of Points)
- Direct connection to or within a mile of an Educational Institution:☐ (60 Percent of Points)
- Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted local plan:☐ (60 Percent of Points)

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

A. *MEASURE:* Metropolitan Council staff will calculate the current daily person throughput at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (62.5 Percent of Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.31 vehicle occupancy) + current average annual ridership

RESPONSE (Completed by Metropolitan Council staff):

- Location:_____ Current AADT volume:_____

B. *MEASURE:* Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (37.5 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

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

OR

RESPONSE:

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

3. Equity (5 Percent of Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

4. Infrastructure Age/Condition (15 Percent of Points) – This criterion will assess the age and remaining useful life for the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility. Whereas, improvements to a recently reconstructed roadway does not display an efficient use of funds.

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

RESPONSE:

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

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

RESPONSE (200 words or less):

5. Congestion Reduction/Air Quality (7.5 Percent of Points) – This criterion measures the project's ability to reduce congestion along the roadway facility. It will also address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. This criterion will assess the project's cost effectiveness based on the total project cost and reduction in the total intersection delay. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

A. *MEASURE:* Conduct a capacity analysis at the most congested intersection on the roadway project using existing turning movement counts in the a.m. or p.m. peak hour and the Synchro/SimTraffic or Rodel (for roundabouts) software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total delay at the intersection and the corresponding Level of Service. In addition, the reduction in the total delay at the intersection due to the project and the resulting Level of Service should be shown. The applicant must then calculate the cost per total vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

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

RESPONSE (Calculation):

6. **Safety (15 Percent of 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 cost effectiveness based on the total project cost and crash reduction. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

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

- Cost Effectiveness = total project cost/total number of crashes reduced by the project

RESPONSE (Calculation):

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

Transit Facilities

A. *MEASURE:* Describe the existing transit facilities accommodations and discuss how the project improves the travel experience for transit users and, if applicable, supports planned transitway stations. Applicants must detail these transit benefits on the required project map. Examples of transit improvements can include, but are not limited to, improving accessibility to transit stops, installing bus stop amenities for passengers such as benches, public art, wayfinding, removing obstructions to create safe/open gathering spaces, and pedestrian-scale lighting. (___Percent of Points)

RESPONSE (200 words or less):

Transit Connections

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

RESPONSE (List route numbers):

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

Multimodal Facilities

C. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience and safety of these modes. Proposed multimodal improvements can include, but are not limited to, construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from bicycle traffic through the installation of a buffer such as a boulevard, pedestrian-scale lighting, bicycle signal heads with coordinated leading pedestrian signal phasing, pedestrian countdown signals with crosswalks, curb extensions, protected intersections, pedestrian medians, traffic calming measures, benches, public art, and wayfinding. Different treatments are appropriate for different types of roadway conditions. (___ Percent of Points)

RESPONSE (200 words or less):

Multimodal Connections

D. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility. (___ Percent of Points)

RESPONSE (check where applicable):

Pedestrian Facilities

- Existing pedestrian connection to the project: □ (50 Percent of Points)
- Pedestrian connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned pedestrian connection to the project: □ (X Percent of Points)
- No existing or planned pedestrian connections to the project □ (0 Percent of Points)

Bicycle Facilities

- Existing bikeway connection to the project: □ (50 Percent of Points)
- Bikeway connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned bikeway connection to the project: □ (X Percent of Points)
- No existing or planned bikeway connections to the project □ (0 Percent of Points)

RESPONSE (200 words or less):

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

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

RESPONSE (Complete Risk Assessment):

TOTAL: _____ POINTS

Roadway System Management – Draft Prioritizing Criteria and Measures

Updated June 19, 2014

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

1.Role in the Regional Transportation System and Economy (15 Percent of Points) – This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on its functional classification role, how it serves heavy commercial traffic and connects to regional centers of jobs and activity.

A. *MEASURE:* Address how the project route(s) fulfills its role in the regional economy by listing the route(s) and indicating the current functional classification. If the project serves a system of routes, respond using the route with the highest functional classification. This system must include a Non-Freeway Principal Arterial or an "A" Minor Arterial. (___ Percent of Points)

RESPONSE (Select all that apply):

- Route: _____
- Non-Freeway Principal Arterial: ☐
- "A" Minor Arterial:☐

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

RESPONSE:

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

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

RESPONSE (Select all that apply):

- Direct connection to or within a mile of a Job Concentration: ☐ (100 Percent of Points)
- Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (100 Percent of Points)
- Direct connection to or within a mile of an Educational Institution:☐ (60 Percent of Points)
- Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted local plan:☐ (60 Percent of Points)

2. Usage (15 Percent of Points) – This criterion quantifies the project's potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements.

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

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.31 vehicle occupancy) + current average annual ridership

RESPONSE (Completed by Metropolitan Council staff):

- Location:_____ Current AADT volume:_____

B. *MEASURE:* Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (50 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

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

OR

RESPONSE:

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

RESPONSE (Completed by Metropolitan Council staff):

3. Equity (5 Percent of Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

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

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

RESPONSE:

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

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

A. *MEASURE:* Conduct a capacity analysis at the most congested intersection on the roadway project using existing turning movement counts in the a.m. or p.m. peak hour and the Synchro/SimTraffic or Rodel (for roundabouts) software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total delay at the intersection and the corresponding Level of Service. In addition, the reduction in the total delay at the intersection due to the project and the resulting Level of Service should be shown. The applicant must then calculate the cost per total vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

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

RESPONSE (Calculation):

B. *MEASURE:* The applicant must show that the project will reduce CO, NO_x, CO_2, $PM_{2.5}$, and/or VOC due to the reduction in SOV trips (if applicable), the reduction in VMT (if applicable) or the increase in peak period speed (if applicable) within the project benefit area. The applicant must fill out the vehicle emissions reduction worksheet in **Appendix G** (**provide link**) to calculate the reduction in CO, NO_x, CO_2, $PM_{2.5}$, and VOC emissions (in KILOGRAMS/DAY). The applicant must use the sample methodologies with appropriate supporting documentation provided in **Appendix G** in order to get the maximum points. The Scoring Committee will take into consideration situations where the proposed project is unique and supporting evidence does not exist. The applicant must then calculate the cost per kilogram per day reduced by the project improvement. The cost effectiveness calculation must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

- Cost Effectiveness = total project cost/kilograms per day reduced by the project

RESPONSE: (Calculation):

6. **Safety (20 Percent of Points) –** This criterion addresses the project's ability to correct deficiencies and improve overall safety in a cost effective manner. It will assess the project's cost effectiveness based on the total project cost and crash reduction. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

A. *MEASURE:* Calculate the reduction in the total number of crashes due to improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP), which is found in **Appendix E** (**provide link**). Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2011 through 2013. Applicants should request crash data from MnDOT as early as possible. Projects for a system of roadways must calculate crash reduction for the project's network. The applicant must then calculate the cost per crash reduced by the project improvement. The cost effectiveness calculation must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

- Cost Effectiveness = total project cost/total number of crashes reduced by the project

RESPONSE (Calculation):

7. Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (10 Percent of Points) – This criterion measures how the project provides a connection to or otherwise benefits transit facilities, multiuse trails, bicycle facilities and/or pedestrian facilities. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping

phase of roadway projects. This criterion provides additional points for projects providing better accommodations for transit, bicyclists, and pedestrians.

Transit Facilities

A. *MEASURE:* Describe the existing transit facilities accommodations and discuss how the project improves the travel experience for transit users and, if applicable, supports planned transitway stations. Applicants must detail these transit benefits on the required project map. Examples of transit improvements can include, but are not limited to, improving accessibility to transit stops, installing bus stop amenities for passengers such as benches, public art, wayfinding, removing obstructions to create safe/open gathering spaces, and pedestrian-scale lighting. (___Percent of Points)

RESPONSE (200 words or less):

Transit Connections

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

RESPONSE (List route numbers):

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

Multimodal Facilities

C. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience and safety of these modes. Proposed multimodal improvements can include, but are not limited to, construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from bicycle traffic through the installation of a buffer such as a boulevard, pedestrian-scale lighting, bicycle signal heads with coordinated leading pedestrian signal phasing, pedestrian countdown signals with crosswalks, curb extensions, protected intersections, pedestrian medians, traffic calming measures, benches, public art, and wayfinding. Different treatments are appropriate for different types of roadway conditions. (___ Percent of Points)

RESPONSE (200 words or less):

Multimodal Connections

D. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct

connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility. (___ Percent of Points)

RESPONSE (check where applicable):

Pedestrian Facilities

- Existing pedestrian connection to the project: □ (50 Percent of Points)
- Pedestrian connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned pedestrian connection to the project: □ (X Percent of Points)
- No existing or planned pedestrian connections to the project □ (0 Percent of Points)

Bicycle Facilities

- Existing bikeway connection to the project: □ (50 Percent of Points)
- Bikeway connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned bikeway connection to the project: □ (X Percent of Points)
- No existing or planned bikeway connections to the project □ (0 Percent of Points)

RESPONSE (200 words or less):

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

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

RESPONSE (Complete Risk Assessment):

TOTAL: _____ POINTS

Bridges – Draft Prioritizing Criteria and Measures

Updated June 19, 2014

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

1. Role in the Regional Transportation System and Economy (15 Percent of Points) – This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on its functional classification role, how it serves heavy commercial traffic and connects to regional centers of jobs and activity.

A. *MEASURE:* Address how the project route(s) fulfills its role in the regional economy by listing the route and indicating the current functional classification. This route must be classified as a Non-Freeway Principal Arterial or an "A" Minor Arterial. (___ Percent of Points)

RESPONSE (Select one):

- Route(s): _____
- Non-Freeway Principal Arterial: ☐
- "A" Minor Arterial: ☐

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (25 Percent of Points)

RESPONSE:

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

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

RESPONSE (Select all that apply):

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

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

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

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.31 vehicle occupancy) + current average annual ridership

RESPONSE (Completed by Metropolitan Council staff):

- Location:_____ Current AADT volume:_____

B. *MEASURE:* Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (50 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

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

OR

RESPONSE:

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

3. Equity (5 Percent of Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

4. Infrastructure Age/Condition/Safety (40 Percent of Points) – This criterion will assess the age and condition of the bridge facility being improved. Bridge improvement investments should focus on the higher needs of an aging and unsafe facility. In addition, it addresses the project's ability to correct design deficiencies and improve the overall safety of the bridge facility.

A. *MEASURE:* Identify the bridge sufficiency rating, and select the classification and/or if the structure is posted for load restrictions.

RESPONSE:

- Bridge Sufficiency Rating: ____ (0 to 100)

AND

RESPONSE (Select all that apply):

- Structurally Deficient: ☐
- Functionally Obsolete: ☐
- Load-Posted: ☐

B. *MEASURE:* Describe the design and safety deficiencies improved by the proposed project.

RESPONSE (200 words or less):

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

Transit Facilities

A. *MEASURE:* Describe the existing transit facilities accommodations and discuss how the project improves the travel experience for transit users and, if applicable, supports planned transitway stations. Applicants must detail these transit benefits on the required project map. Examples of transit improvements can include, but are not limited to, improving accessibility to transit stops, installing bus stop amenities for passengers such as benches, public art, wayfinding, removing obstructions to create safe/open gathering spaces, and pedestrian-scale lighting. (___Percent of Points)

RESPONSE (200 words or less):

Transit Connections

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

RESPONSE (List route numbers):

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

Multimodal Facilities

C. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience and safety of these modes. Proposed multimodal improvements can include, but are not limited to, construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from bicycle traffic through the installation of a buffer such as a boulevard, pedestrian-scale lighting, bicycle signal heads with coordinated leading pedestrian signal phasing, pedestrian countdown signals with crosswalks, curb extensions, protected intersections, pedestrian medians, traffic calming measures, benches, public art, and wayfinding. Different treatments are appropriate for different types of roadway conditions. (___ Percent of Points)

RESPONSE (200 words or less):

Multimodal Connections

D. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility. (___ Percent of Points)

RESPONSE (check where applicable):

Pedestrian Facilities

- Existing pedestrian connection to the project: □ (50 Percent of Points)
- Pedestrian connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned pedestrian connection to the project: □ (X Percent of Points)
- No existing or planned pedestrian connections to the project □ (0 Percent of Points)

Bicycle Facilities

- Existing bikeway connection to the project: □ (50 Percent of Points)
- Bikeway connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned bikeway connection to the project: □ (X Percent of Points)
- No existing or planned bikeway connections to the project □ (0 Percent of Points)

RESPONSE (200 words or less):

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

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

RESPONSE (Complete Risk Assessment):

7. Total Project Cost Effectiveness (7.5 Percent of Points) – This criterion will assess the project's cost effectiveness based on the total project cost and total points awarded in the previous criteria. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

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

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

RESPONSE (Calculation):

TOTAL: _____ POINTS

Roadway Expansion – Scoring Guidelines (DRAFT)

June 19, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (200 Points; 20 Percent of Points)	**A. Address how the project route fulfills its role in the regional economy as identified by its functional classification. Respond as appropriate to one type of functional classification.** • **Reliever:** Identify the hours per day the current volume exceeds the design capacity (i.e., congestion) in either direction on the Principal Arterial being relieved by the Reliever. • **Expander:** Calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides. • **Augmentor:** Calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides. • **Non-Freeway Principal Arterials:** Calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides.	**100 Points**	**A. 100 Points (50 Percent of Points)** **Relievers:** The applicant with the highest number of hours per day in which current capacity exceeds the design capacity on the Principal Arterial will receive the full points. Remaining projects will receive a proportional share of the full points equal to the number of hours per day in which current capacity exceeds design capacity for the application being scored divided by the highest number of hours per day in which current capacity exceeds design capacity. **OR** **Expanders, Augmentors, and Non-Freeway Principal Arterials:** The applicant with the furthest average distance from the closest parallel "A" Minor Arterials or Principal Arterials on both sides will receive the full points. Remaining projects will receive a proportional share of the full points equal to the average distance from the closest parallel "A" Minor Arterials or Principal Arterials on both sides of the project for the application being scored divided by the furthest average distance from the closest parallel "A" Minor Arterials or Principal Arterials on both sides of a project length.
	B. Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. • Current daily heavy commercial traffic • Location of volume	**75 Points**	**B. 75 Points (37.5 Percent of Points)** **The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportional share of the full points equal to the share of the heavy commercial traffic for the application being scored divided by the greatest share of heavy commercial traffic.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (Continued) (200 Points; 20 Percent of Points)	**C. Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (check boxes).** • Direct connection to or within a mile of a Job Concentration • Direct connection to or within a mile of a Manufacturing/Distribution Location • Direct connection to or within a mile of an Educational Institution • Direct connection to or within a mile of an existing local activity center identified in an adopted local plan	**25 Points**	**C. 25 Points (12.5 Percent of Points)** **The applicant will receive the points shown for the type of connection being made by the project. The applicant can only score 25 or 15 points for this measure.** • Job Concentration(s): 25 Points (100 *Percent of Points)* • Manufacturing/Distribution Location(s): 25 Points *(100 Percent of Points)* • Educational Institution(s): 15 Points (*60 Percent of Points)* • Local activity center(s): 15 Points (*60 Percent of Points)*
Usage (200 Points; 20 Percent of Points)	**A. 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. (Met Council staff calculation):** • Current Daily Person Throughput = (current average annual daily traffic volume x 1.31 vehicle occupancy) + current average annual ridership	**125 Points**	**A. 125 Points (62.5 Percent of Points)** **The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the current person daily throughput for the application being scored divided by the highest person daily throughput.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Usage (Continued) (200 Points; 20 Percent of Points)	**B. Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location.** • Forecast (2030) ADT volume (City/County model or Met Council staff calculation)	**75 Points**	**B. 75 Points (37.5 Percent of Points)** **The applicant with the highest forecast (2030) ADT volume will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the forecast ADT volume for the application being scored divided by the highest forecast ADT volume.**
Equity (50 Points; 5 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	**35 Points**	**A. 35 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project located in Racially Concentrated Area of Poverty: X *Percent of Points* • Project located in Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (Continued) (50 Points; 5 Percent of Points)	**B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.**	**15 Points**	**B. 15 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on the length of the project in each jurisdiction.**
Infrastructure Age (75 Points; 7.5 Percent of Points)	**A. Identify the year of the roadway's construction or most recent reconstruction and the end of useful for the roadway project. The useful life for a roadway is 50 years.** • Date of roadway construction (year) • End of useful life (year)	**75 Points**	**A. All applicants with a project located on a roadway past the total useful life (50 years) will receive full points. Remaining projects will receive a proportional share of the full points equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life.** **If there are no projects at or past the useful life of a roadway, the applicant with lowest remaining useful life will receive full points, and remaining projects will receive a proportional share equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life minus the remaining useful life of the oldest project. For example, if the oldest project was constructed 48 years ago and the application being scored was constructed 40 years ago, this applicant would receive (40/48)*75 points.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Congestion Reduction/Air Quality (150 Points; 15 Percent of Points)	**A. Conduct a capacity analysis at the most congested intersection on the roadway project to calculate the current total delay at the intersection. The applicant must then calculate and provide the cost per total vehicle delay (seconds) reduced by the project improvement.** • Cost Effectiveness = total project cost/total vehicle delay reduced by the project	**150 Points**	**A. The applicant with the lowest cost per vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the lowest cost per total vehicle delay reduced by a project improvement divided by the cost per total vehicle delay reduced by the project improvement of the application being scored. How do we account for LOS C vs. LOS F?**
Safety (150 Points; 15 Percent of Points)	**A. 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 then calculate and provide the cost per crash reduced by the project improvement.** • Cost Effectiveness = total project cost/total number of crashes reduced by the project	**150 Points**	**A. The applicant with the lowest cost per crash reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the cost per crash reduced by the project improvement of the application being scored divided by the highest cost per crash reduced by a project improvement.**
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (100 Points; 10 Percent of Points)	**A. Describe the existing transit accommodations and discuss how the proposed project improves the travel experience for transit users. Applicants must detail these transit benefits on the required project map.**		**A. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the transit user at the transit/stop station (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces): *X Percent of Points* • Improves the ease of access to the transit stop/station (e.g., traffic calming, leading pedestrian signal phasing): *X Percent of Points* • Improves the quality of the travel experience (e.g., public art, benches, wayfinding): *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (Continued) (100 Points; 10 Percent of Points)	**B. List the transit route numbers directly and indirectly connected to the project.** • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project • Existing routes indirectly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project		**B. X Percent of Points** **The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a fraction of the full points equal to the total ridership for the application being scored divided by the highest total ridership.** • Existing routes directly connected to the project: *X Percent of Points* • Planned transitways directly connected to the project: *X Percent of Points* • Existing routes indirectly connected to the project: *X Percent of Points* • Planned transitways indirectly connected to the project: *X Percent of Points*
	C. Describe the existing pedestrian and bicycle accommodations and discuss how the proposed project improves the travel experience and safety of these modes. Applicants must detail these pedestrian and bicycle benefits on the required project map.		**C. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the pedestrian (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing with bicycle signal heads, traffic calming, bike facilities separated from pedestrians): *X Percent of Points* • Improves the quality of the travel experience (e.g., wayfinding, public art) : *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (Continued) (100 Points; 10 Percent of Points)	**D. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility (check boxes and response).** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project • Pedestrian connection that will be constructed before the completion of the project • Planned pedestrian connection to the project • No existing or planned pedestrian connections to the project **Connections to Bicycle Facilities** • Existing bikeway connection to the project • Bikeway connection that will be constructed before the completion of the project • Planned bikeway connection to the project • No existing or planned bikeway connections to the project		**D. X Percent of Points** **The applicant will receive a maximum of the points shown below based on the project's connections. Pedestrian connections will also be based on the project's ability to connect to a high-traffic pedestrian area with pedestrian-friendly facilities, as demonstrated in the response (200 words or less). Planned connections must identify project timing and the adopted local plan or study that identifies the facility; documentation must be included for the applicant to receive points.** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project: *50 Percent of Points* • Pedestrian connection that will be constructed before the completion of the project: *X Percent of Points* • Planned pedestrian connection to the project: *X Percent of Points* • No existing or planned pedestrian connections to the project: 0 Points (*0 Percent of Points)* **Connections to Bicycle Facilities** • Existing bikeway connection to the project: *50 Percent of Points* • Bikeway connection that will be constructed before the completion of the project: *X Percent of Points* • Planned bikeway connection to the project: *X Percent of Points* • No existing or planned bikeway connections to the project: 0 Points *(X Percent of Points)*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (75 Points; 7.5 Percent of Points)	A. All applicants must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	75 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements.
Total Points	1,000 Points		

Roadway Reconstruction/Modernization – Scoring Guidelines (DRAFT)

June 19, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (200 Points; 20 Percent of Points)	**A. Address how the project route fulfills its role in the regional economy as identified by its functional classification. Respond as appropriate to one type of functional classification.** • **Reliever:** Identify the hours per day the current volume exceeds the design capacity (i.e., congestion) in either direction on the Principal Arterial being relieved by the Reliever. • **Expander:** Calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides. • **Augmentor:** Calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides. • **Non-Freeway Principal Arterials:** Calculate the average distance between the project and the closest parallel "A" Minor Arterials or Principal Arterials on both sides.	**100 Points**	**A. 100 Points (50 Percent of Points)** **Relievers:** The applicant with the highest number of hours per day in which current capacity exceeds the design capacity on the Principal Arterial will receive the full points. Remaining projects will receive a proportional share of the full points equal to the number of hours per day in which current capacity exceeds design capacity for the application being scored divided by the highest number of hours per day in which current capacity exceeds design capacity. **OR** **Expanders, Augmentors, and Non-Freeway Principal Arterials:** The applicant with the furthest average distance from the closest parallel "A" Minor Arterials or Principal Arterials on both sides will receive the full points. Remaining projects will receive a proportional share of the full points equal to the average distance from the closest parallel "A" Minor Arterials or Principal Arterials on both sides of the project for the application being scored divided by the furthest average distance from the closest parallel "A" Minor Arterials or Principal Arterials on both sides of a project length.
	B. Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. Actual counts are required to be collected. • Current daily heavy commercial traffic • Location of volume	**75 Points**	**B. 75 Points (37.5 Percent of Points)** **The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportional share of the full points equal to the share of the heavy commercial traffic for the application being scored divided by the greatest share of heavy commercial traffic.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (Continued) (200 Points; 20 Percent of Points)	**C. Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (check boxes).** • Direct connection to or within a mile of a Job Concentration • Direct connection to or within a mile of a Manufacturing/Distribution Location • Direct connection to or within a mile of an Educational Institution • Direct connection to or within a mile of an existing local activity center identified in an adopted local plan	**25 Points**	**C. 25 Points (12.5 Percent of Points)** **The applicant will receive the points shown for the type of connection being made by the project. The applicant can only score 25 or 15 points for this measure.** • Job Concentration(s): 25 Points (100 *Percent of Points)* • Manufacturing/Distribution Location(s): 25 Points *(100 Percent of Points)* • Educational Institution(s): 15 Points (*60 Percent of Points)* • Local activity center(s): 15 Points (*60 Percent of Points)*
Usage (200 Points; 20 Percent of Points)	**A. 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 (Met Council staff calculation):** • Current Daily Person Throughput = (current average annual daily traffic volume x 1.31 vehicle occupancy) + current average annual ridership	**125 Points**	**A. 125 Points (62.5 Percent of Points)** **The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the current person daily throughput for the application being scored divided by the highest person daily throughput.**
	B. Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. • Forecast (2030) ADT volume (City/County model or Met Council staff calculation)	**75 Points**	**B. 75 Points (37.5 Percent of Points)** **The applicant with the highest forecast (2030) ADT volume will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the forecast ADT volume for the application being scored divided by the highest forecast ADT volume.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (50 Points; 5 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	**35 Points**	**A. 35 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project located in Racially Concentrated Area of Poverty: X *Percent of Points* • Project located in Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*
	B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.	**15 Points**	**B. 15 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on the length of the project in each jurisdiction.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Infrastructure Age/Condition (150 Points; 15 Percent of Points)	**A. Identify the year of the roadway's construction or most recent reconstruction and the end of useful for the roadway project. The useful life for a roadway is 50 years.** • Date of roadway construction (year) • End of useful life (year)		**A. X Percent of Points** **All applicants with a project located on roadway past the total useful life (50 years) will receive full points. Remaining projects will receive a proportional share of the full points equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life.** **If there are no projects at or past the useful life of a roadway, the applicant with lowest remaining useful life will receive full points, and remaining projects will receive a proportional share equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life minus the remaining useful life of the oldest project. For example, if the oldest project was constructed 48 years ago and the application being scored was constructed 40 years ago, this applicant would receive (40/48)*75 points.**
	B. List or describe any known geometric, structural, or infrastructure deficiencies that will be improved as part of this project. These could include underground, above ground, or other innovative improvements.		**B. X Percent of Points** **The applicant will receive the full points listed below for each of the improvement categories based on the quality of the response (200 words or less).** • Underground improvements: X *Percent of Points* • Above ground improvements: *X Percent of Points* • Other innovative improvements: *X Percent of Points*
Congestion Reduction/Air Quality (75 Points; 7.5 Percent of Points)	**A. Conduct a capacity analysis at the most congested intersection on the roadway project to calculate the current total delay at the intersection. The applicant must then calculate and provide the cost per total vehicle delay (seconds) reduced by the project improvement.** • Cost Effectiveness = total project cost/total vehicle delay reduced by the project	**75 Points**	**A. The applicant with the lowest cost per vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the lowest cost per total vehicle delay reduced by a project improvement divided by the cost per total vehicle delay reduced by the project improvement of the application being scored. How do we account for LOS C vs. LOS F?**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Safety (150 Points; 15 Percent of Points)	**A. 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 then calculate and provide the cost per crash reduced by the project improvement.** • Cost Effectiveness = total project cost/total number of crashes reduced by the project	**150 Points**	**A. The applicant with the lowest cost per crash reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the cost per crash reduced by the project improvement of the application being scored divided by the highest cost per crash reduced by a project improvement.**
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (100 Points; 10 Percent of Points)	**A. Describe the existing transit accommodations and discuss how the proposed project improves the travel experience for transit users. Applicants must detail these transit benefits on the required project map.**		**A. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the transit user at the transit/stop station (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces): *X Percent of Points* • Improves the ease of access to the transit stop/station (e.g., traffic calming, leading pedestrian signal phasing): *X Percent of Points* • Improves the quality of the travel experience (e.g., public art, benches, wayfinding): *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (Continued) (100 Points; 10 Percent of Points)	**B. List the transit route numbers directly and indirectly connected to the project.** • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project • Existing routes indirectly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project		**B. X Percent of Points** **The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a fraction of the full points equal to the total ridership for the application being scored divided by the highest total ridership.** • Existing routes directly connected to the project: *X Percent of Points* • Planned transitways directly connected to the project: *X Percent of Points* • Existing routes indirectly connected to the project: *X Percent of Points* • Planned transitways indirectly connected to the project: *X Percent of Points*
	C. Describe the existing pedestrian and bicycle accommodations and discuss how the proposed project improves the travel experience and safety of these modes. Applicants must detail these pedestrian and bicycle benefits on the required project map.		**C. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the pedestrian (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing with bicycle signal heads, traffic calming, bike facilities separated from pedestrians): *X Percent of Points* • Improves the quality of the travel experience (e.g., wayfinding, public art) : *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (Continued) (100 Points; 10 Percent of Points)	**D. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility (check boxes and response).** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project • Pedestrian connection that will be constructed before the completion of the project • Planned pedestrian connection to the project • No existing or planned pedestrian connections to the project **Connections to Bicycle Facilities** • Existing bikeway connection to the project • Bikeway connection that will be constructed before the completion of the project • Planned bikeway connection to the project • No existing or planned bikeway connections to the project		**D. X Percent of Points** **The applicant will receive a maximum of the points shown below based on the project's connections. Pedestrian connections will also be based on the project's ability to connect to a high-traffic pedestrian area with pedestrian-friendly facilities, as demonstrated in the response (200 words or less). Planned connections must identify project timing and the adopted local plan or study that identifies the facility; documentation must be included for the applicant to receive points.** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project: *50 Percent of Points* • Pedestrian connection that will be constructed before the completion of the project: *X Percent of Points* • Planned pedestrian connection to the project: *X Percent of Points* • No existing or planned pedestrian connections to the project: 0 Points (*X Percent of Points)* **Connections to Bicycle Facilities** • Existing bikeway connection to the project: *50 Percent of Points* • Bikeway connection that will be constructed before the completion of the project: *X Percent of Points* • Planned bikeway connection to the project: *X Percent of Points* • No existing or planned bikeway connections to the project: 0 Points (*0 Percent of Points)*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (75 Points; 7.5 Percent of Points)	**A. All applicants must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).**	**75 Points**	**A. The applicant will receive up to the full points based on the eight Risk Assessment elements.**
Total Points	**1,000 Points**		

Roadway System Management – Scoring Guidelines (DRAFT)

June 19, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (150 Points; 15 Percent of Points)	**A. Address how the project route(s) fulfills its role in the regional economy by listing the route(s) and indicating the current functional classification (response and check boxes). Project routes must be classified as a Non-Freeway Principal Arterial or an "A" Minor Arterial.** • Route(s) • Non-Freeway Principal Arterial • "A" Minor Arterial		**A. X Percent of Points** **The applicant will receive full points if the route(s) is identified and is currently classified as a Non-Freeway Principal Arterial or "A" Minor Arterial.**
	B. Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. Actual counts are required to be collected. • Current daily heavy commercial traffic • Location of volume		**B. X Percent of Points** **The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportional share of the full points equal to the share of the heavy commercial traffic for the application being scored divided by the greatest share of heavy commercial traffic.**
	C. Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (check boxes). • Direct connection to or within a mile of a Job Concentration • Direct connection to or within a mile of a Manufacturing/Distribution Location • Direct connection to or within a mile of an Educational Institution • Direct connection to or within a mile of an existing local activity center identified in an adopted local plan		**C. X Percent of Points** **The applicant will receive the points shown for the type of connection being made by the project. The applicant can only score __ or __ points for this measure.** • Job Concentration(s): *100 Percent of Points* • Manufacturing/Distribution Location(s): *100 Percent of Points* • Educational Institution(s): *60 Percent of Points* • Local activity center(s): *60 Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Usage (150 Points; 15 Percent of Points)	**A. 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 (Met Council staff calculation). If the project is located on a system of roadways, the current daily person throughout will be calculated for the system.** • Current Daily Person Throughput = (current average annual daily traffic volume x 1.31 vehicle occupancy) + current average annual ridership		**A. X Percent of Points** **The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the current person daily throughput for the application being scored divided by the highest person daily throughput.**
	B. Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. • Forecast (2030) ADT volume (City/County model or Met Council staff calculation)		**B. X Percent of Points** **The applicant with the highest forecast (2030) ADT volume will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the forecast ADT volume for the application being scored divided by the highest forecast ADT volume.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (50 Points; 5 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	**35 Points**	**A. 35 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project located in Racially Concentrated Area of Poverty: X *Percent of Points* • Project located in Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*
	B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.	**15 Points**	**B. 15 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on the length of the project in each jurisdiction.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Infrastructure Age/Condition (75 Points; 15 Percent of Points)	**A. Identify the type(s) and age(s) of ITS, signal/control, and/or communication equipment that will be improved or replaced as part of the project. Met Council staff will calculate the remaining useful life of the equipment.** • Equipment to be improved • Date of equipment installation (year)	**75 Points**	**A. All applicants replacing equipment past the total useful life, as listed below, will receive full points. Projects replacing more than one type or age of equipment should be scored based on the average remaining useful life. Remaining projects will receive a proportional share of the full points equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life.** **If there are no projects at or past the useful life of the equipment, the applicant with lowest remaining useful life will receive full points, and remaining projects will receive a proportional share equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life minus the remaining useful life of the oldest project. For example, if the oldest project was installed 18 years ago (traffic signal) and the application being scored was installed 14 years ago, this applicant would receive (14/18)*75 points.** **Equipment Useful Life Values** • ITS Equipment: 10 years • Traffic Signals/Control Equipment: 20 years • Communication Equipment: 10 years
Congestion Reduction/Air Quality (200 Points; 20 Percent of Points)	**A. Conduct a capacity analysis at the most congested intersection on the roadway project to calculate the current total delay at the intersection. The applicant must then calculate and provide the cost per total vehicle delay (seconds) reduced by the project improvement.** • Cost Effectiveness = total project cost/total vehicle delay reduced by the project		**A. X Percent of Points** **The applicant with the lowest cost per vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the lowest cost per total vehicle delay reduced by a project improvement divided by the cost per total vehicle delay reduced by the project improvement of the application being scored. How do we account for LOS C vs. LOS F?**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Congestion Reduction/Air Quality (Continued) (200 Points; 20 Percent of Points)	**B. The applicant must show that the project will reduce CO, NO_2, CO_2, $PM_{2.}5$, and/or VOC due to the reduction in SOV trips (if applicable), the reduction in VMT (if applicable), or the increase in peak-period speed (if applicable) within the project benefit area. The applicant must fill out the vehicle emissions reduction worksheet in Appendix G. Following the calculation of kilograms per day reduced by the project, the applicant must calculate the cost per kilogram per day reduced by the project.** • Cost Effectiveness = total project cost/kilograms per day reduced by the project		**B. The applicant with the lowest cost per kilogram per day reduced by the project will receive the full points. Remaining projects will receive a proportional share of the full points equal to the lowest cost per kilogram reduced by a project divided by the cost per kilogram per day reduced by the application being scored.** **The applicant must use the sample methodologies with appropriate supporting documentation provided in Appendix G in order to get the maximum points. The Scoring Committee should take into consideration situations where the proposed project is unique and supporting evidence does not exist.**
Safety (200 Points; 20 Percent of Points)	**A. 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. Projects for a system of roadways must calculate crash reduction for the project's network. The applicant must then calculate and provide the cost per crash reduced by the project improvement.** • Cost Effectiveness = total project cost/total number of crashes reduced by the project	**200 Points**	**A. The applicant with the lowest cost per crash reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the cost per crash reduced by the project improvement of the application being scored divided by the highest cost per crash reduced by a project improvement.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (100 Points; 10 Percent of Points)	**A. Describe the existing transit accommodations and discuss how the proposed project improves the travel experience for transit users. Applicants must detail these transit benefits on the required project map.**		**A. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the transit user at the transit/stop station (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces): *X Percent of Points* • Improves the ease of access to the transit stop/station (e.g., traffic calming, leading pedestrian signal phasing): *X Percent of Points* • Improves the quality of the travel experience (e.g., public art, benches, wayfinding): *X Percent of Points*
	B. List the transit route numbers directly and indirectly connected to the project. • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project • Existing routes indirectly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project		**B. X Percent of Points** **The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a fraction of the full points equal to the total ridership for the application being scored divided by the highest total ridership.** • Existing routes directly connected to the project: *X Percent of Points* • Planned transitways directly connected to the project: *X Percent of Points* • Existing routes indirectly connected to the project: *X Percent of Points* • Planned transitways indirectly connected to the project: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (Continued) (100 Points; 10 Percent of Points)	**C. Describe the existing pedestrian and bicycle accommodations and discuss how the proposed project improves the travel experience and safety of these modes. Applicants must detail these pedestrian and bicycle benefits on the required project map.**		**C. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the pedestrian (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing with bicycle signal heads, traffic calming, bike facilities separated from pedestrians): *X Percent of Points* • Improves the quality of the travel experience (e.g., wayfinding, public art) : *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (Continued) (100 Points; 10 Percent of Points)	**D. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility (check boxes and response).** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project • Pedestrian connection that will be constructed before the completion of the project • Planned pedestrian connection to the project • No existing or planned pedestrian connections to the project **Connections to Bicycle Facilities** • Existing bikeway connection to the project • Bikeway connection that will be constructed before the completion of the project • Planned bikeway connection to the project • No existing or planned bikeway connections to the project		**D. X Percent of Points** **The applicant will receive a maximum of the points shown below based on the project's connections. Pedestrian connections will also be based on the project's ability to connect to a high-traffic pedestrian area with pedestrian-friendly facilities, as demonstrated in the response (200 words or less). Planned connections must identify project timing and the adopted local plan or study that identifies the facility; documentation must be included for the applicant to receive points.** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project: *50 Percent of Points* • Pedestrian connection that will be constructed before the completion of the project: *X Percent of Points* • Planned pedestrian connection to the project: *X Percent of Points* • No existing or planned pedestrian connections to the project: *0 Points* (*0 Percent of Points)* **Connections to Bicycle Facilities** • Existing bikeway connection to the project: *50 Percent of Points* • Bikeway connection that will be constructed before the completion of the project: *X Percent of Points* • Planned bikeway connection to the project: *X Percent of Points* • No existing or planned bikeway connections to the project: *0 Points* (*0 Percent of Points)*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (75 Points; 7.5 Percent of Points)	A. All applicants involving construction must complete the Risk Assessment Checklist. All other projects do not need to complete this form and will receive all possible points under this criterion if the project meets funding requirements. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	75 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points.
Total Points	1,000 Points		

Bridges – Scoring Guidelines (DRAFT)

June 19, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (150 Points; 15 Percent of Points)	**A. Address how the project route(s) fulfills its role in the regional economy by listing the route(s) and indicating the current functional classification (response and check boxes). Project routes must be classified as a Non-Freeway Principal Arterial or an "A" Minor Arterial.** • Route(s) • Non-Freeway Principal Arterial • "A" Minor Arterial		**A. X Percent of Points** **The applicant will receive full points if the route(s) is identified and is currently classified as a Non-Freeway Principal Arterial or "A" Minor Arterial.**
	B. Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. Actual counts are required to be collected. • Current daily heavy commercial traffic • Location of volume		**B. X Percent of Points** **The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportional share of the full points equal to the share of the heavy commercial traffic for the application being scored divided by the greatest share of heavy commercial traffic.**
	C. Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (check boxes). • Direct connection to or within a mile of a Job Concentration • Direct connection to or within a mile of a Manufacturing/Distribution Location • Direct connection to or within a mile of an Educational Institution • Direct connection to or within a mile of an existing local activity center identified in an adopted local plan		**C. X Percent of Points** **The applicant will receive the points shown for the type of connection being made by the project. The applicant can only score __ or __ points for this measure.** • Job Concentration(s): *100 Percent of Points* • Manufacturing/Distribution Location(s): *100 Percent of Points* • Educational Institution(s): *60 Percent of Points* • Local activity center(s): *60 Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Usage (200 Points; 20 Percent of Points)	**A. 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 (Met Council staff calculation):** • Current Daily Person Throughput = (current average annual daily traffic volume x 1.31 vehicle occupancy) + current average annual ridership		**A. 100 Points (50 Percent of Points)** **The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the current person daily throughput for the application being scored divided by the highest person daily throughput.**
	B. Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. • Forecast (2030) ADT volume (City/County model or Met Council staff calculation)		**B. 100 Points (50 Percent of Points)** **The applicant with the highest forecast (2030) ADT volume will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the forecast ADT volume for the application being scored divided by the highest forecast ADT volume.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (50 Points; 5 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	**35 Points**	**A. 35 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project located in Racially Concentrated Area of Poverty: X *Percent of Points* • Project located in Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*
	B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.	**15 Points**	**B. 15 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on the length of the project in each jurisdiction.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Infrastructure Age/Condition/ Safety (400 Points; 40 Percent of Points)	**A. Identify the bridge sufficiency rating and select the classification and/or if the structure is posted for load restrictions (response and check boxes).** • Bridge Sufficiency Rating (0 to 100) • Structurally Deficient • Functionally Obsolete • Load-Posted		**A. X Percent of Points** **The applicant with the lowest bridge sufficiency rating, in combination with other bridge conditions (structural deficiency, functional obsoleteness, and posted for load restrictions) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. How should bridge sufficiency vs structural deficiency etc. be scored between projects?**
	B. Describe the design and safety deficiencies improved by the proposed project.		**B. X Percent of Points** **The applicant will receive the up to the full points based on the quality of the response (200 words or less). The highest scoring projects will include a comprehensive set of design and safety improvements for the identified deficiencies.**
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (100 Points; 10 Percent of Points)	**A. Describe the existing transit accommodations and discuss how the proposed project improves the travel experience for transit users. Applicants must detail these transit benefits on the required project map.**		**A. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the transit user at the transit/stop station (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces): *X Percent of Points* • Improves the ease of access to the transit stop/station (e.g., traffic calming, leading pedestrian signal phasing): *X Percent of Points* • Improves the quality of the travel experience (e.g., public art, benches, wayfinding): *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (Continued) (100 Points; 10 Percent of Points)	**B. List the transit route numbers directly and indirectly connected to the project.** • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project • Existing routes indirectly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project		**B. X Percent of Points** **The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a fraction of the full points equal to the total ridership for the application being scored divided by the highest total ridership.** • Existing routes directly connected to the project: *X Percent of Points* • Planned transitways directly connected to the project: *X Percent of Points* • Existing routes indirectly connected to the project: *X Percent of Points* • Planned transitways indirectly connected to the project: *X Percent of Points*
	C. Describe the existing pedestrian and bicycle accommodations and discuss how the proposed project improves the travel experience and safety of these modes. Applicants must detail these pedestrian and bicycle benefits on the required project map.		**C. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the pedestrian (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing with bicycle signal heads, traffic calming, bike facilities separated from pedestrians): *X Percent of Points* • Improves the quality of the travel experience (e.g., wayfinding, public art) : *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit, Bicycle, and Pedestrian) and Connections (Continued) (100 Points; 10 Percent of Points)	**D. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility (check boxes and response).** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project • Pedestrian connection that will be constructed before the completion of the project • Planned pedestrian connection to the project • No existing or planned pedestrian connections to the project **Connections to Bicycle Facilities** • Existing bikeway connection to the project • Bikeway connection that will be constructed before the completion of the project • Planned bikeway connection to the project • No existing or planned bikeway connections to the project		**D. X Percent of Points** **The applicant will receive a maximum of the points shown below based on the project's connections. Pedestrian connections will also be based on the project's ability to connect to a high-traffic pedestrian area with pedestrian-friendly facilities, as demonstrated in the response (200 words or less). Planned connections must identify project timing and the adopted local plan or study that identifies the facility; documentation must be included for the applicant to receive points.** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project: *50 Percent of Points* • Pedestrian connection that will be constructed before the completion of the project: *X Percent of Points* • Planned pedestrian connection to the project: *X Percent of Points* • No existing or planned pedestrian connections to the project: *0 Points* (*0 Percent of Points)* **Connections to Bicycle Facilities** • Existing bikeway connection to the project: *50 Percent of Points* • Bikeway connection that will be constructed before the completion of the project: *X Percent of Points* • Planned bikeway connection to the project: *X Percent of Points* • No existing or planned bikeway connections to the project: *0 Points* (*0 Percent of Points)*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (75 Points; 7.5 Percent of Points)	**A. All applicants must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).**	**75 Points**	**A. The applicant will receive up to the full points based on the eight Risk Assessment elements.**
Total Project Cost Effectiveness (75 Points; 7.5 Percent of Points)	**A. Met Council staff will calculated the total project cost effectiveness based on the total project cost and total points awarded in the previous criteria.** • Cost Effectiveness = total project cost/total number of points awarded in previous criteria	**75 Points**	**A. The applicant with the highest total project cost effectiveness will receive the full points. Remaining projects will receive a fraction of the full points equal to the total project cost effectiveness for the application being scored divided by the highest total project cost effectiveness.**
Total Points	**1,000 Points**		

Transit Expansion – Prioritizing Criteria and Measures

Updated June 19, 2014

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

1. Role in the Regional Transportation System and Economy (7.5 Percent of Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations and Educational Institutions, as defined in ThriveMSP 2040, local activity centers, population centers, and the project's ability to provide regional transit system connections (measured through the annual transit ridership of connecting transit routes).

A. *MEASURE:* Identify the location of the project as it relates to the Job Concentrations and Educational Institutions, as defined in ThriveMSP 2040 (**provide link**), as well as local activity centers. (33.3 Percent of Points)

RESPONSE (Select all that apply):

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

~~*MEASURE*: Identify existing employment within ¼-mile of the project's bus stops or within ½-mile of the project's transitway stations. Existing employment will be measured by summing the jobs located in the Transportation Analysis Zones (TAZ) that intersect the ¼ mile or ½ mile buffers. (33.3 Percent of Points)~~

~~*RESPONSE (Completed by Metropolitan Council staff):*~~

B. *MEASURE:* Identify existing population within ¼-mile of the project's bus stops or within ½-mile of the project's transitway stations. Existing population will be measured by summing the population located in the TAZ's that intersect the ¼-mile or ½-mile buffers. (33.3 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

C. *MEASURE:* List the transit routes directly connected to the planned project to help determine the annual transit ridership of these connecting routes. Potential connections include

transitways stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**). (33.3 Percent of Points)

RESPONSE (List route numbers)

- Existing transit routes directly connected to the project: _____ (70 Percent of Points)
- Planned transitways (mode and alignment determined and identified in the 2030 TPP), directly connect to the project: _____ (30 Percent of Points)

2. Usage (30 Percent of Points) – This criterion quantifies the project's impact by estimating the annual transit ridership of the project to determine the overall cost-effectiveness per rider.

A. *MEASURE:* Calculate the cost effectiveness of the project per rider. Estimate the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. Total annual transit ridership will be used as an input to measure cost effectiveness. Respond as appropriate to one type of transit service. (30 Percent of Points)

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

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

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

Express Routes:

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

RESPONSE (Calculation):

Transitways:

- Metropolitan Council Staff will calculate the cost effectiveness of the project per rider using approved forecast data for transitways approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted. The applicant must provide the total annual project cost.

RESPONSE (Completed by Metropolitan Council staff):

- Total annual project cost _____

Urban and Suburban Local Routes:

- Calculate the cost effectiveness of the project per rider using a peer route that is currently in service to develop a ridership estimate. To select a peer route, the applicant will find a like route in the same transit market area (as defined in the 2030 Transportation Policy Plan), or one that serves locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.

RESPONSE (Calculation and 200 words or less):

B. *MEASURE:* Calculate the cost effectiveness of the project per new rider. Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Respond as appropriate to one type of transit service. (50 Percent of Points)

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

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

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

Express Routes:

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

RESPONSE (Calculation):

Transitways:

- Metropolitan Council staff will calculate the cost effectiveness of the project per rider using forecast data for transitways approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

RESPONSE (Completed by Metropolitan Council staff):

- Total annual project cost _____

Urban and Suburban Local Routes:

- Calculate the cost effectiveness of the project per rider using a peer route that is currently in service to develop a ridership estimate. To select a peer route the applicant will find a like route in the same transit market area (as defined in the 2030 Transportation Policy Plan), or one that serves locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.

RESPONSE (Calculation and 200 words or less):

C. *MEASURE:* Calculate the **Service Cost Effectiveness** of the project. This measure is the new annual operating cost of the project per annual rider in the third year of service. Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Respond as appropriate to one type of transit service.

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

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

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

Express Routes:

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

RESPONSE (Calculation):

Transitways:

- Metropolitan Council staff will calculate the cost effectiveness of the project per rider using forecast data for transitways approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

RESPONSE (Completed by Metropolitan Council staff):

- Total annual project cost _____

Urban and Suburban Local Routes:

- Calculate the cost effectiveness of the project per rider using a peer route that is currently in service to develop a ridership estimate. To select a peer route the applicant will find a like route in the same transit market area (as defined in the 2030 Transportation Policy Plan), or one that serves locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.

RESPONSE (Calculation and 200 words or less):

3. **Equity (17.5 Percent of Points) --** This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

   A. *MEASURE:* Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

   RESPONSE (200 words or less):

   B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

   RESPONSE (Completed by Metropolitan Council staff):

4. **Emissions Reduction (17.5 Percent of Points)** – This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_2, $PM_{2.5}$, and VOC emissions.

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

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

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

A. *MEASURE:* Calculate how the project will reduce will reduce CO, NO_x, CO_2, $PM_{2.5}$, and/or VOC due to the reduction in SOV trips or the reduction in VMT. After the applicant has provided these inputs, Metropolitan Council staff will apply an emissions factor to the VMT and SOV trip reduction to determine the total reduced emissions. (66.6 Percent of Points)

RESPONSE: (Calculation)

Daily SOV Trip Reduction

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

RESPONSE: _____

Daily VMT Reduction

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

RESPONSE: _____

B. *MEASURE:* Calculate the cost effectiveness of the project as it relates to emissions reduction. (33.3 Percent of Points)

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

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

RESPONSE (Calculation):

5. Multimodal Facilities (Roadway, Bicycle, and Pedestrian) and Connections (7.5 Percent of Points) – This criterion measures project elements included in the project such as sidewalks that benefit other modes. It also assesses connections to the pedestrian and bicycle network, as well as how well the project serves pedestrian-friendly areas.

Multimodal Facilities

A. *MEASURE:* Discuss any multimodal elements that are included as part of the total project and how they improve the travel experience and safety of these other modes. Proposed multimodal improvements can include, but are not limited to multiuse trails, bicycle lockers, sidewalks, public art, wayfinding, street furniture, and pedestrian-scale lighting (50 Percent of Points).

RESPONSE (200 words or less):

Multimodal Connections

[1] Source: Metropolitan Council Regional Model

B. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility. (50 Percent of Points).

RESPONSE (check where applicable):

Pedestrian Connections

- Existing pedestrian connection to the project: □ (100 Percent of Points)
- Pedestrian connection that will be constructed before the completion of the project □ (100 Percent of Points)
- Planned pedestrian connection to the project: □ (50 Percent of Points)
- No existing or planned pedestrian connections to the project □ (0 Percent of Points)

Bicycle Connections

- Existing bikeway connection to the project: □ (100 Percent of Points)
- Bikeway connection that will be constructed before the completion of the project □ (100 Percent of Points)
- Planned bikeway connection to the project: □ (50 Percent of Points)
- No existing or planned bikeway connections to the project □ (0 Percent of Points)

RESPONSE (200 words or less):

6. **Risk Assessment (5 Percent of Points) -** This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment. The Risk Assessment only needs to be completed for Park-and-Rides and other Facilities. All other projects do not need to complete this form. Projects that only involve transit operating assistance will receive all possible points under this criterion if the project meets funding requirements.

Park-and-Ride / Facility Projects:

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

RESPONSE (Completed Risk Assessment Checklist):

TOTAL: _____ POINTS

Transit System Modernization – Prioritizing Criteria and Measures

Updated June 19, 2014

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

1. **Role in the Regional Transportation System and Economy (5 Percent of Points) -** This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations and Educational Institutions, as defined in ThriveMSP 2040, local activity centers, population centers, and the project's ability to provide regional transit system connections (measured through the annual transit ridership of connecting transit routes).

   A. *MEASURE:* Identify the location of the project as it relates to the Job Concentrations and Educational Institutions, as defined in ThriveMSP 2040 (**provide link**), as well as local activity centers. (33.3 Percent of Points)

   RESPONSE (Select all that apply):
   - Direct connection to a Job Concentration within 1/4 mile of a bus stop or within 1/2 mile of a transitway station: ☐ (X Percent of Points)
   - Direct connection to an Educational Institution within 1/4 mile of a bus stop or within 1/2 mile of a transitway station:☐ (X Percent of Points)
   - Project provides a direct connection to an existing local activity center identified in an adopted local plan within 1/4 mile of a bus stop or within 1/2 mile of a transitway station :☐ (X Percent of Points)

   ~~*MEASURE*: Identify existing employment within ¼-mile of the project's bus stops or within ½-mile of the project's transitway stations. Existing employment will be measured by summing the jobs located in the Transportation Analysis Zones (TAZ) that intersect the ¼-mile or ½-mile buffers. (33.3 Percent of Points)~~

   ~~*RESPONSE (Completed by Metropolitan Council staff):*~~

   B. *MEASURE:* Identify existing population within ¼-mile of the project's bus stops or within ½-mile of the project's transitway stations. Existing population will be measured by summing the population located in the TAZ's that intersect the ¼-mile or ½-mile buffers. (33.3 Percent of Points)

   RESPONSE (Completed by Metropolitan Council staff):

C. *MEASURE:* List the transit routes directly connected to the planned project to help determine the annual transit ridership of these connecting routes. Potential connections include transitways stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**) (33.3 Percent of Points)

RESPONSE (List route numbers)

- Existing transit routes directly connected to the project: _____ (70 Percent of Points)
- Planned transitways (mode and alignment determined and identified in the 2030 TPP), directly connect to the project: _____(30 Percent of Points)

2. Usage (30 Percent of Points) - This criterion quantifies the project's impact by estimating the annual transit ridership of the project to determine the overall cost-effectiveness per rider.

A. *MEASURE:* Determine the cost effectiveness of the project per rider. Estimate the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. Total annual transit ridership will be used as an input to measure cost effectiveness. Respond as appropriate to one type of transit service. (70 Percent of Points)

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

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

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

Express Routes:

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

RESPONSE (Calculation):

Transitways:

- Metropolitan Council staff will calculate the cost effectiveness of the project per rider by using the approved forecast data for transitways approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted. The applicant will provide the total annual project cost.

RESPONSE (Completed by Metropolitan Council staff):

- Total annual project cost _____

Urban and Suburban Local Routes:

- Calculate the cost effectiveness of the project per rider by using a peer route that is currently in service to develop a ridership estimate. To select a peer route, the applicant will find a like route in the same transit market area (as defined in the 2030 Transportation Policy Plan), or one that serves locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.

RESPONSE (Calculation and 200 words or less):

B. *MEASURE:* Calculate the **Service Cost Effectiveness** of the project. This measure is the new annual operating cost of the project per annual rider in the third year of service. Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Respond as appropriate to one type of transit service. (30 Percent of Points)

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

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

components with differing years of useful life, annualize the components (see examples below). If the project type is not listed below, use most similar project type or provide supporting documentation on useful life value used.

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

Express Routes:

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

RESPONSE (Calculation):

Transitways:

- Metropolitan Council staff will calculate the cost effectiveness of the project per rider using forecast data for transitways approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

RESPONSE (Completed by Metropolitan Council staff):

- Total annual project cost _____

Urban and Suburban Local Routes:

- Calculate the cost effectiveness of the project per rider using a peer route that is currently in service to develop a ridership estimate. To select a peer route the applicant will find a like route in the same transit market area (as defined in the 2030 Transportation Policy Plan), or one that serves locations with similar development patterns. Describe how a

peer route was selected in the response. Applicants will take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.

RESPONSE (Calculation and 200 words or less):

3. **Equity (15 Percent of Points) --** This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

   C. *MEASURE:* Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

   RESPONSE (200 words or less):

   D. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

   RESPONSE (Completed by Metropolitan Council staff):

4. **Emissions Reduction (7.5 Percent of Points)** - This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_2, $PM_{2.5}$, and VOC emissions. Projects can include improvements to rolling stock, increases in travel speed, facility modernization, and systemwide upgrades that reduce congestion and improve energy efficiency.

   A. *MEASURE:* Describe how the project will reduce CO, NOx, CO_2, $PM_{2.5}$, and/or VOC due to the reduction in SOV trips, reduction in VMT, and/or an increase of speeds. The applicant should also describe capital improvements that will reduce emissions and energy consumption.

   RESPONSE: (300 words or less):

5. **Service and Customer Improvements (15 Percent of Points)** - Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will operate more efficiently as a result of this project. An improvement that makes transit more attractive to future and existing riders is offering faster travel times between destinations. Additionally, the modernization of a transit facility should present a savings in an operating cost center for the transit provider. Projects can also offer improvements to facilities that offer a better customer experience, and attract riders to transit facilities.

   A. *MEASURE:* Calculate the percent reduction in transit passenger travel time due to the project. In this case, the applicant will indicate the existing passenger travel time from the project site to the transit route's terminal. If the project benefits multiple routes, the applicant can take an average of the passenger travel times. Applicants will then indicate the proposed travel time from the project site to the terminal and percent reduction in travel time that will result from the project's implementation. (50 Percent of Points).

RESPONSE (Calculation):

B. *MEASURE:* Identify the estimated percent reduction in operating and maintenance costs that will result from this project. Operating and maintenance costs are external to the project, and do not include costs associated with the construction or procurement of facilities, vehicles, or equipment. The percent reduction in operating and maintenance costs will be calculated automatically. (25 Percent of Points)

RESPONSE (Calculation):

C. *MEASURE:* Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following (25 Percent of Points):

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

RESPONSE (200 words or less):

6. Multimodal Facilities (Roadway, Bicycle, and Pedestrian) and Connections (5 Percent of Points) – This criterion measures project elements included in the project such as sidewalks that benefit other modes. It also assesses connections to the pedestrian and bicycle network, as well as how well the project serves pedestrian-friendly areas.

Multimodal Facilities

A. *MEASURE:* Discuss any multimodal elements that are included as part of the total project and how they improve the travel experience of these other modes. Proposed multimodal improvements can include, but are not limited to multiuse trails, bicycle lockers, sidewalks, public art, wayfinding, street furniture, and pedestrian-scale lighting (50 Percent of Points).

RESPONSE (200 words or less):

Bicycle and Pedestrian Connections

B. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility. (50 Percent of Points).

RESPONSE (check where applicable):

Pedestrian Connections

- Existing pedestrian connection to the project: □ (100 Percent of Points)
- Pedestrian connection that will be constructed before the completion of the project □ (100 Percent of Points)
- Planned pedestrian connection to the project: □ (50 Percent of Points)
- No existing or planned pedestrian connections to the project □ (0 Percent of Points)

Bicycle Connections

- Existing bikeway connection to the project: □ (100 Percent of Points)
- Bikeway connection that will be constructed before the completion of the project □ (100 Percent of Points)
- Planned bikeway connection to the project: □ (50 Percent of Points)
- No existing or planned bikeway connections to the project □ (0 Percent of Points)

RESPONSE (200 words or less):

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

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

    RESPONSE (Completed Risk Assessment Checklist):

TOTAL: _____ POINTS

Travel Demand Management (TDM) – Prioritizing Criteria and Measures

Updated June 19, 2014

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

1. Role in the Regional Transportation System and Economy (5 Percent of Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations and Educational Institutions as defined in ThriveMSP 2040. This criterion also measures the existing regional transportation resources that can be capitalized on as part this project.

B. *MEASURE:* Identify the location of the project as it relates to the Job Concentrations and Educational Institutions, as defined in ThriveMSP 2040, as well as local activity centers identified in an adopted local plan. (**provide link**) (50 Percent of Points)

RESPONSE (Select all that apply):

- Direct connection to or within a Job Concentration: ☐ (100 Percent of Points)
- Direct connection to or within an Educational Institution:☐ (80 Percent of Points)
- Project provides a direct connection to or within an existing local activity center identified in an adopted local plan:☐ (60 Percent of Points)

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

RESPONSE (200 words or less):

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

A. *MEASURE:* Calculate the cost effectiveness of the project per user. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. (100 Percent of Points)

- Cost Effectiveness = Total project cost / total annual users

RESPONSE (Calculation):

3. **Equity (15 Percent of Points) --** This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

   A. *MEASURE:* Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

   RESPONSE (200 words or less):

   B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

   RESPONSE (Completed by Metropolitan Council staff):

4. **Congestion Reduction/Air Quality (40 Percent of Points)** – This criterion measures the project's ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_2, $PM_{2.5}$, and VOC emissions.

   A. *MEASURE:* Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and/or single occupancy vehicle (SOV) trips. (50 Percent of Points)

   RESPONSE: (200 words or less):

   B. *MEASURE:* The applicant must show that the project will reduce CO, NO_x, CO_2, $PM_{2.5}$, and/or VOC due to the reduction in VMT. After the applicant has provided these inputs, Metropolitan Council staff will apply an emissions factor to the VMT reduction to determine the total reduced emissions. (50 Percent of Points)

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

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

   RESPONSE (Calculation):

5. **Innovation (20 Percent of Points)** – This prioritizing criterion measures how well the project introduces new concepts to the 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? (50 Percent of Points)

RESPONSE (200 words or less):

B. *MEASURE:* Describe how the project is new to a particular geographic area or population? (50 Percent of Points)

RESPONSE (200 words or less):

6. **Risk Assessment (10 Percent of 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. Additionally, these measures will assess the technical capacity of the applicant and its 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 it well suited to deliver the project. (40 Percent of Points)

RESPONSE (200 words or less):

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

RESPONSE (200 words or less):

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

RESPONSE (Completed Risk Assessment Checklist):

TOTAL: _____ POINTS

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (75 Points; 7.5 Percent of Points)	**A. Location of the project as it relates to Job Concentrations, Manufacturing/ Distribution Locations, and Educational Institutions, as well as local activity centers (checked boxes):** • Direct connection to a Job Concentration within 1/4 mile of a bus stop or within 1/2 mile of a transitway station • Direct connection to an Educational Institution within 1/4 mile of a bus stop or within 1/2 mile of a transitway station • Project provides a direct connection to an existing local activity center identified in an adopted local plan within 1/4 mile of a bus stop or within 1/2 mile of a transitway station	**25 Points**	**A. 25 Points (33.3 Percent of Points)** **The applicant will receive the points shown for the type of connection made by the project. The applicant can only score __ or __ points for this measure.** • Job Concentrations: *X Percent of Points* • Educational Institutions: *X Percent of Points* • Local activity center identified in an adopted local plan: *X Percent of Points*
	B. Met Council staff will calculate the population located within 1/4 mile of the project's bus stops or 1/2 mile of transitway stations.	**25 Points**	**B. 25 Points (33.3 Percent of Points)** **The applicant with the highest population will receive the full points. Remaining projects will receive a fraction of the full points that is equal to the total population being served by the project for the application being scored divided by the project serving the highest population.** • Using the Metropolitan Council model, all traffic analysis zones that are included in or intersect the buffer area around the project will be included in the analysis.
Role in the Regional Transportation System and Economy (Continued) (75 Points; 7.5 Percent of Points)	**C. List the transit route numbers directly connected to the project:** • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project	**25 Points**	**C. 25 Points (33.3 Percent of Points)** **The applicant with route connections having the highest annual transit ridership will receive the full points. Remaining projects will receive a fraction of the full points equal to the total ridership for the application being scored divided by the highest total ridership.** • Existing routes directly connected to the project: 17.5 Points (*70 Percent of Points)* • Planned transitways directly connected to the project: 7.5 Points (*30 Percent of Points)*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Usage (300 Points; 30 Percent of Points)	**A. Calculate the cost effectiveness of the project per rider. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated total annual transit ridership and total annual project cost as inputs to calculate cost effectiveness.** • **Cost Effectiveness** = Total annual project cost / total annual ridership **Measure response by service type:** • **Express Routes:** Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan. • **Transitways:** Applicant will provide total annual project cost. Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff. • **Urban and Suburban Local Routes**: Applicant will calculate cost effectiveness using a peer route that is currently in service to develop a ridership estimate. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.	**90 Points**	**A. 90 Points (30 Percent of Points)** **The applicant with the lowest project cost per rider, equal to total annual project cost divided by total annual ridership, will receive the full points. Remaining projects will receive a fraction of the full points equal to the lowest project cost per rider divided by the project cost per rider for the application being scored.** **For urban and suburban local bus service, scorers should adjust the score if the applicant's methodology for ridership estimation is insufficient, based on whether the selected peer routes exist in the same TPP market area or serve locations with similar development patterns. If selected peer routes do not meet one of these standards, the scorer should deduct ____ points from the score.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Usage (Continued) (300 Points; 30 Percent of Points)	**B. Calculate the cost effectiveness of the project per rider. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the total annual new transit ridership that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated total annual transit ridership and total annual project cost as inputs to calculate cost effectiveness.** • **Cost Effectiveness** = Total annual project cost / total annual new ridership **Measure response by service type:** • **Express Routes:** Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan. • **Transitways:** Applicant will provide total annual project cost. Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff. • **Urban and Suburban Local Routes**: Applicant will calculate cost effectiveness using a peer route that is currently in service to develop a ridership estimate. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.	**150 Points**	**B. 150 Points (50 Percent of Points)** **The applicant with the lowest project cost per new rider, equal to total annual project cost divided by total annual new ridership, will receive the full points. Remaining projects will receive a fraction of the full points equal to the lowest project cost per new rider divided by the project cost per new rider for the application being scored.** **For urban and suburban local bus service, scorers should adjust the score if the applicant's methodology for ridership estimation is insufficient, based on whether the selected peer routes exist in the same TPP market area or serve locations with similar development patterns. If selected peer routes do not meet one of these standards, the scorer should deduct ____ points from the score.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Usage (Continued) (300 Points; 30 Percent of Points)	**C. Calculate the Service Cost Effectiveness of the project. This measure is the new annual operating cost of the project per new annual rider in the third year of service. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the total annual new transit ridership that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated total new annual transit ridership and total annual new operating cost as inputs to calculate cost effectiveness.** • **Service Cost Effectiveness** = Total new annual operating cost / total annual new ridership **Measure response by service type:** • **Express Routes:** Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan. • **Transitways:** Applicant will provide total annual project cost. Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff. • **Urban and Suburban Local Routes**: Applicant will calculate cost effectiveness using a peer route that is currently in service to develop a ridership estimate. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.	**60 Points**	**C. 60 Points (20 Percent of Points)** **The applicant with the lowest project operating cost per new rider, equal to total annual project-related operating cost divided by total annual new ridership, will receive the full points. Remaining projects will receive a fraction of the full points equal to the lowest project operating cost per new rider divided by the project operating cost per new rider for the application being scored.** **For urban and suburban local bus service, scorers should adjust the score if the applicant's methodology for ridership estimation is insufficient, based on whether the selected peer routes exist in the same TPP market area or serve locations with similar development patterns. If selected peer routes do not meet one of these standards, the scorer should deduct ____ points from the score.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (175 Points; 17.5 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	122.5 Points	**A. 122.5 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project directly connects to Racially Concentrated Area of Poverty: X *Percent of Points* • Project directly connects to Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*
	B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.	52.5 Points	**B. 52.5 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Emissions Reduction (175 Points; 17.5 Percent of Points)	**A. The applicant must show that the project will reduce CO, NOx, CO2, PM2.5, and/or VOC due to the reduction in SOV trips or the reduction in VMT. After the applicant has provided these inputs, Metropolitan Council staff will apply an emissions factor to the VMT and SOV trip reduction to determine the reduced emissions.** • Daily VMT Reduction = (New Daily Transit Riders x 2) x Distance from Terminal to Terminal • SOV trip reduction = (New Daily Transit Riders x 2) / Average Auto Occupancy	**116.6 Points**	**A. 116.6 Points (66.6 Percent of Points)** **The applicant with the greatest reduction in emissions, as equal to kg of emissions reduced per day due to SOV trip reduction and VMT reduction, will receive the full points. Remaining projects will receive a fraction of the full points equal to the amount of emissions reduced in the application divided by the emissions reduced in the project with the greatest reduction in emissions.**
	B. Calculate the cost effectiveness of the project per KG of emissions reduced. • Cost effectiveness = Total annual project cost / kg of emissions reduced per day	**58.4 Points**	**B. 58.4 Points (33.4 Percent of Points)** **The applicant with the lowest project cost per kg of emissions reduced, equal to total annual project cost divided by kg of emissions reduced per day, will receive the full points. Remaining projects will receive a fraction of the full points equal to the lowest annual project cost per kg divided by the annual project cost per kg for the application being scored.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Roadway, Bicycle and Pedestrian) and Connections (75 Points; 7.5 Percent of Points)	**A. Discuss any multimodal elements that are included as part of the total project and how they improve the travel experience of these other modes. Proposed multimodal improvements can include, but are not limited to multiuse trails, bicycle lockers, sidewalks, public art, wayfinding, street furniture, and pedestrian-scale lighting.**	**37.5 Points**	**A. 37.5 Points (50 Percent of Points)** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • 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): *X Percent of Points* • Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding): *X Percent of Points* • Improves the pedestrian network near the transit stop/station: *X Percent of Points* • Improves the bicycle network near the transit stop/station: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Roadway, Bicycle and Pedestrian) and Connections (Continued) (75 Points; 7.5 Percent of Points)	**B. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study (check boxes and response).** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project • Pedestrian connection that will be constructed before the completion of the project • Planned pedestrian connection to the project • No existing or planned pedestrian connections to the project **Connections to Bicycle Facilities** • Existing bikeway connection to the project • Bikeway connection that will be constructed before the completion of the project • Planned bikeway connection to the project • No existing or planned bikeway connections to the project	**37.5 Points**	**B. 37.5 Points (50 Percent of Points)** **The applicant will receive a maximum of the points shown below based on the project's connections. Pedestrian connections will also be based on the project's ability to connect to a high-traffic pedestrian area with existing pedestrian-friendly facilities, as demonstrated by the response (200 words or less). Planned connections must identify project timing and the adopted local plan or study that identifies the facility; documentation must be included for the applicant to receive points.** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project: 18.75 Points (*50 Percent of Points*) • Pedestrian connection that will be constructed before the completion of the project: 18.75 (*50 Percent of Points*) • Planned pedestrian connection to the project: 9.38 Points *(25 Percent of Points)* • No existing or planned pedestrian connections to the project: 0 Points *(0 Percent of Points)* **Connections to Bicycle Facilities** • Existing bikeway connection to the project: 18.75 Points (*50 Percent of Points*) • Bikeway connection that will be constructed before the completion of the project: 18.75 Points (*50 Percent of Points*) • Planned bikeway connection to the project: 9.38 Points *(25 Percent of Points)* • No existing or planned bikeway connections to the project: 0 Points *(0 Percent of Points)*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (50 Points; 5 Percent of Points)	A. Applications involving construction must complete the Risk Assessment Checklist. All other projects do not need to complete this form and will receive all possible points under this criterion if the project meets funding requirements. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	50 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points.
Total Points		1,000 Points	

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (50 Points; 5 Percent of Points)	**A. Location of the project as it relates to Job Concentrations and Educational Institutions, as well as local activity centers (checked boxes):** • Direct connection to a Job Concentration within 1/4 mile of a bus stop or within 1/2 mile of a transitway station • Direct connection to an Educational Institution within 1/4 mile of a bus stop or within 1/2 mile of a transitway station • Project provides a direct connection to an existing local activity center identified in an adopted local plan within 1/4 mile of a bus stop or within 1/2 mile of a transitway station	**16.6 Points**	**A. 16.6 Points (33.3 Percent of Points)** **The applicant will receive the points shown for the type of connection made by the project. The applicant can only score __ or __ points for this measure.** • Job Concentrations: *X Percent of Points* • Educational Institutions: *X Percent of Points* • Local activity center identified in an adopted local plan: *X Percent of Points*
	B. Met Council staff will calculated the population located within 1/4 mile of the project's bus stops or 1/2 mile of transitway stations.	**16.6 Points**	**B. 16.6 Points (33.3 Percent of Points)** **The applicant with the highest population will receive the full points. Remaining projects will receive a fraction of the full points that is equal to the total population being served by the project divided by the project serving the highest population.** • Using the Metropolitan Council model, all traffic analysis zones that are included in or intersect the buffer area around the project will be included in the analysis.
	C. List the transit route numbers directly connected to the project: • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project	**16.8 Points**	**C. 16.8 Points (33.4 Percent of Points)** **The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a fraction of the full points equal to the total ridership for the application being scored divided by the highest total ridership.** • Existing routes directly connected to the project: 11.8 Points *(70 Percent of Points)* • Planned transitways directly connected to the project: 5 Points (30 *Percent of Points)*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Usage (300 Points; 30 Percent of Points)	**A. Calculate the cost effectiveness of the project per rider. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated total annual transit ridership and total annual project cost as inputs to calculate cost effectiveness.** • **Cost Effectiveness** = Total annual project cost / total annual ridership **Measure response by service type:** • **Express Routes:** Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan. • **Transitways:** Applicant will provide total annual project cost. Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff. • **Urban and Suburban Local Routes**: Applicant will calculate cost effectiveness using a peer route that is currently in service to develop a ridership estimate. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.	**210 Points**	**A. 210 Points (70 Percent of Points)** **The applicant with the lowest project cost per rider, equal to total annual project cost divided by total annual ridership, will receive the full points. Remaining projects will receive a fraction of the full points equal to the lowest project cost per rider divided by the project cost per rider for the application being scored.** **For urban and suburban local bus service, scorers should adjust the score if the applicant's methodology for ridership estimation is insufficient, based on whether the selected peer routes exist in the same TPP market area or serve locations with similar development patterns. If selected peer routes do not meet one of these standards, the scorer should deduct ____ points from the score.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Usage (Continued) (300 Points; 30 Percent of Points)	**B. Calculate the Service Cost Effectiveness of the project. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the new annual transit ridership that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated new annual transit ridership and new annual operating cost as inputs to calculate cost effectiveness.** • **Service Cost Effectiveness** = Total new annual operating cost / total annual new ridership **Measure response by service type:** • **Express Routes:** Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan. • **Transitways:** Applicant will provide total annual project cost. Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff. **Urban and Suburban Local Routes**: Applicant will calculate cost effectiveness using a peer route that is currently in service to develop a ridership estimate. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.	**90 Points**	**B. 90 Points (30 Percent of Points)** **The applicant with the lowest project operating cost per new rider, equal to total annual project-related operating cost divided by total annual new ridership, will receive the full points. Remaining projects will receive a fraction of the full points equal to the lowest project operating cost per new rider divided by the project operating cost per new rider for the application being scored.** **For urban and suburban local bus service, scorers should adjust the score if the applicant's methodology for ridership estimation is insufficient, based on whether the selected peer routes exist in the same TPP market area or serve locations with similar development patterns. If selected peer routes do not meet one of these standards, the scorer should deduct ____ points from the score.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (150 Points; 15 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	**105 Points**	**A. 105 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project directly connects to Racially Concentrated Area of Poverty: X *Percent of Points* • Project directly connects to Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*
	B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.	**45 Points**	**B. 45 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on the length of the project in each jurisdiction.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Emissions Reduction (75 Points; 7.5 Percent of Points)	**A. Describe how the project will reduce CO, NOx, CO2, PM2.5, and/or VOC due to the reduction in SOV trips, reduction in VMT, and/or an increase of speeds. The applicant should also describe capital improvements that will reduce emissions and energy consumption.**	**75 Points**	**A. The applicant should describe improvements to rolling stock, increases in travel speed, facility improvements, and systemwide upgrades that will reduce congestion and/or improve energy efficiency. The application will be scored based on the quality of the response (200 words or less).**
Service and Customer Improvements (150 Points; 15 Percent of Points)	**A. Indicate existing and proposed travel times and calculate the percent reduction in transit passenger travel time due to the project:** • Existing passenger travel time (applicant can use average passenger travel time if project benefits multiple routes) • Proposed travel time from project site to terminal • Percent reduction in travel time	**75 Points**	**A. 75 Points (50 Percent of Points)** **The applicant with the greatest reduction in travel time will receive the full points. Remaining projects will receive a fraction of the full points that is equal to the reduction in travel time for the application being scored divided by the greatest travel time reduction.**
	B. Identify the estimated percent reduction in operating and maintenance costs that will result from this project. Operating and maintenance costs are external to the project, and do not include costs associated with the construction or procurement of facilities, vehicles, or equipment. The percent reduction in operating and maintenance costs will be calculated automatically.	**37.5 Points**	**B. 37.5 Points (25 Percent of Points)** **The applicant with the greatest reduction in operating and maintenance costs will receive the full points. Remaining projects will receive a fraction of the full points that is equal to the reduction in operating and maintenance costs for the application being scored divided by the greatest reduction in operating and maintenance costs.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Service and Customer Improvements (Continued) (150 Points; 15 Percent of Points)	**C. Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following:** • Improved boarding area • Improved passenger waiting facilities • Real-time signage • Heated facilities or weather protection • Safety and security equipment • Improved lighting • ITS measures that improve reliability and the customer experience • Transit advantages	**37.5 Points**	**C. 37.5 Points (25 Percent of 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.**
Multimodal Facilities (Roadway, Bicycle and Pedestrian) and Connections (50 Points; 5 Percent of Points)	**A. Discuss any multimodal elements that are included as part of the total project and how they improve the travel experience of these other modes. Proposed multimodal improvements can include, but are not limited to multiuse trails, bicycle lockers, sidewalks, public art, wayfinding, street furniture, and pedestrian-scale lighting.**	**25 Points**	**A. 25 Points (50 Percent of Points)** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • 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): *X Percent of Points* • Improves the quality of the travel experience: *X Percent of Points* • Improves the pedestrian network near the transit stop/station: *X Percent of Points* • Improves the bicycle network near the transit stop/station: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Roadway, Bicycle and Pedestrian) and Connections (Continued) (50 Points; 5 Percent of Points)	**B. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study.** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project • Pedestrian connection that will be constructed before the completion of the project • Planned pedestrian connection to the project • No existing or planned pedestrian connections to the project **Connections to Bicycle Facilities** • Existing bikeway connection to the project • Bikeway connection that will be constructed before the completion of the project • Planned bikeway connection to the project • No existing or planned bikeway connections to the project	**25 Points**	**B. 25 Points (50 Percent of Points)** **The applicant will receive a maximum of the points shown below based on the project's connections. Pedestrian connections will also be based on the project's ability to connect to a high-traffic pedestrian area with existing pedestrian-friendly facilities, as demonstrated by the response (200 words or less). Planned connections must identify project timing and the adopted local plan or study that identifies the facility; documentation must be included for the applicant to receive points.** **Connections to Pedestrian Facilities** • Existing pedestrian connection to the project: 12.5 Points *(50 Percent of Points)* • Pedestrian connection that will be constructed before the completion of the project: 12.5 Points *(50 Percent of Points)* • Planned pedestrian connection to the project: 6.25 Points *(25 Percent of Points)* • No existing or planned pedestrian connections to the project: 0 Points *(0 Percent of Points)* **Connections to Bicycle Facilities** • Existing bikeway connection to the project: 12.5 Points *(100 Percent of Points)* • Bikeway connection that will be constructed before the completion of the project: 12.5 Points *(100 Percent of Points)* • Planned bikeway connection to the project: 6.25 Points *(25 Percent of Points)* • No existing or planned bikeway connections to the project: 0 Points *(0 Percent of Points)*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (75 Points; 7.5 Percent of Points)	A. Applications involving construction must complete the Risk Assessment Checklist. All other projects do not need to complete this form and will receive all possible points under this criterion if the project meets funding requirements. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.). (7.5 Percent of Points)	75 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points.
Total Points		1,000 Points	

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (50 Points; 5 Percent of Points)	**A. Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions as defined in ThriveMSP 2040.** • Direct connection to or within a Job Concentration • Direct connection to or within an Educational Institution • Project provides a direct connection to or within an existing local activity center identified in an adopted local plan	**25 Points**	**A. 25 Points (50 Percent of Points)** **The applicant will receive the points shown for the type of connection made by the project. The applicant can only score __ or __ points for this measure.** • Job Concentrations: 25 Points *(100 Percent of Points)* • Educational Institutions: 20 Points *(80 Percent of Points)* • Local activity center in an adopted local plan: 15 Points *(60 Percent of Points)*
	B. Identify the existing regional transportation facilities and resources on which the project will capitalize (transit stations, bikeways, etc.).	**25 Points**	**B. 25 Points (50 Percent of Points)** **The applicant will receive points based on the quality of the response. Projects that effectively use existing regional infrastructure will receive the most points.** • Uses existing bicycle facilities: *X Percent of Points* • Uses existing pedestrian facilities: *X Percent of Points* • Uses existing transit facilities: *X Percent of Points* • Uses existing roadways, bridges, or related elements: *X Percent of Points*
Usage (100 Points; 10 Percent of Points)	**A. Calculate the cost effectiveness of the project per user. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion.** • Cost effectiveness = Total annual project cost/ total annual users	**100 Points**	**A. The applicant with the lowest project cost per user, equal to total annual project cost divided by total users, will receive the full points. Remaining projects will receive a fraction of the full points equal to the lowest project cost per user divided by the project cost per user for the application being scored.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (150 Points; 15 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	**105 Points**	**A. 105 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project directly connects to Racially Concentrated Area of Poverty: X *Percent of Points* • Project directly connects to Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*
	B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.	**45 Points**	**B. 45 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on the length of the project in each jurisdiction.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Congestion Reduction/Air Quality (400 Points; 40 Percent of Points)	**A. Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and/or single occupancy vehicle (SOV) trips.**	**200 Points**	**A. 200 Points (50 Percent of Points)** **The applicant will receive full points based on the quality of the response.** • The project is located in an area of traffic congestion: *X Percent of Points* • The project will reduce congestion and/or SOV trips in the project area: *X Percent of Points*
	B. The applicant must show that the project will reduce CO, NOx, CO2, PM2.5, and/or VOC due to the reduction in VMT. **After the applicant has provided these inputs, Metropolitan Council staff will apply an emissions factor to the VMT reduction to determine the total reduced emissions. (50 Percent of Points).** • VMT reduced = Number of one-way commute trips reduced * 12.1	**200 Points**	**B. 200 Points (50 Percent of Points)** **The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a fraction of the full points equal to the emissions reduced in the application being scored divided by the greatest emissions reduced.**
Innovation (200 Points; 20 Percent of Points)	**A. Describe how the project is innovative.**	**100 Points**	**A. 100 Points (50 Percent of Points)** **The applicant will receive the full points shown for each of innovation categories based on the quality of the response (200 words or less).** • Project introduces a new policy, program, or creative strategy: *X Percent of Points* • Concept has been proven in another setting and will be successful in the proposed setting: *X Percent of Points* • Project enhances an existing program: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Innovation (Continued) (200 Points; 20 Percent of Points)	**B. Describe how the project is new to a particular geographic area or population.**	**100 Points**	**B. 100 Points (50 Percent of Points)** **The applicant will receive a maximum of the points shown below based on the project's ability to reach a previously unserved population or a new geographic area, as addressed in the response (200 words or less).** • Project expands the geographic scope of an existing project: *X Percent of Points* • Project serves or engages a new group of people: *X Percent of Points*
Risk Assessment (100 Points; 10 Percent of Points)	**A. Describe the technical capacity of the applicant's organization and what makes it well suited to deliver the project.**	**40 Points**	**A. 40 Points (40 Percent of 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.** • Organization has experience implementing similar projects: *X Percent of Points* • Organization has adequate resources to implement the project in a timely manner: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (Continued) (100 Points; 10 Percent of Points)	**B. Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project. (30 Percent of Points)**	**30 Points**	**B. 30 Points (30 Percent of 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.** • 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: 30 Points *(100 Percent of Points)* • Applicant has identified potential funding sources that could support the project beyond the initial funding period: *X Percent of Points* • Applicant has not identified funding sources to carry the project beyond the initial funding period: 0 Points (*0 Percent of Points*)
	C. Applications involving construction must complete the Risk Assessment Checklist. All other projects do not need to complete this form and will receive all possible points under this criterion if the project meets funding requirements. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	**30 Points**	**C. 30 Points (30 Percent of Points)** **The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points.**
Total Points	**1,000 Points**		

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

Updated June 18, 2014

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

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

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

RESPONSE (Select one):

- Tier 1, Priority RBTN Corridor: ☐ (100 Percent of Points)
- Tier 2, RBTN Corridor: ☐ (80 Percent of Points)
- Direct connection to the RBTN (Tier 1 or Tier 2): ☐ (60 Percent of 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 local plan: ☐ (10 Percent of Points)

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

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

- Cost Effectiveness = Total project cost/existing population within one mile of the project (50 Percent of Points)
- Cost Effectiveness = Total project cost/existing employment within one mile of the project (50 Percent of Points)

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

RESPONSE (Completed by Metropolitan Council staff):

3. **Equity (10 Percent of Points) –** This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

   A. *MEASURE:* Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

   RESPONSE (200 words or less):

   B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

   RESPONSE (Completed by Metropolitan Council staff):

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

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

   A. *MEASURE:* Select the type of Critical Bicycle Transportation Link(s) completed by the project and discuss how the project will close a gap on the RBTN, crosses or circumvents a physical barrier, or improves continuity or connections between jurisdictions. The applicant should include barriers and gap improvements on the required project map. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided. (40 Percent of Points)

   RESPONSE (Check all that apply):

   - **Closes a gap on the RBTN**, including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility

(this could include adding an off-road trail where there is only an on-street bike lane in an urban, high-demand corridor, or adding a bike lane where only a trail exists): ☐ (50 Percent of Points)

- **Provides a facility that crosses or circumvents a physical barrier** (on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway: ☐ (25 Percent of Points)

- **Improves continuity and/or connections between jurisdictions** (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): ☐ (25 Percent of Points)

RESPONSE (200 words or less):

B. *MEASURE:* Discuss how the project will correct existing deficiencies on the facility or address an identified safety problem. Proposed safety improvements can include, but are not limited to, curb ramps, APS, pavement, lighting, signage, grading, and alignment modifications; intersection treatments on multi-lane highways; sight line corrections; at-grade rail crossing treatments and security measures. 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)). Where available, use of Minnesota Crash Mapping Analysis Tool (MnCMAT) data is highly encouraged. (60 Percent of Points)

RESPONSE (200 words or less):

5. Multimodal Facilities (Transit and Pedestrian) and Connections (10 Percent of Points) - This criterion measures how the project provides a connection to or otherwise benefits transit and/or pedestrian facilities.

Transit Facilities

A. *MEASURE:* Describe the existing transit accommodations and discuss how the proposed project improves the travel experience for transit users. Applicants must detail these transit benefits on the required project map. Examples of transit improvements can include, but are not limited to, improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers such as benches, public art, wayfinding, removing obstructions to create safe/open gathering spaces, and pedestrian-scale lighting. (___ Percent of Points)

RESPONSE (200 words or less):

Transit Connections

B. *MEASURE:* List the transit routes directly connected to the project~~. If the project does not directly connect to transit stations/stops, provide~~ and the total number of routes indirectly connected within a one-mile radius of the project. Potential connections include transitway stations, high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each

connecting route. A transit system map can be accessed with this link (**provide link**). (___ Percent of Points)

RESPONSE (List route numbers):

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

Pedestrian Facilities

C. *MEASURE:* Describe the existing pedestrian accommodations. Additionally, discuss any pedestrian elements that are included as part of the total project and how they improve the travel experience and safety of pedestrians. Proposed pedestrian improvements can include, but are not limited to, construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from bicycle traffic through the installation of a buffer such as a boulevard, pedestrian-scale lighting, bicycle signal heads with coordinated leading pedestrian signal phasing, installing curb extensions, protected intersections, pedestrian medians, traffic calming measures, benches, public art, and wayfinding. (___ Percent of Points)

RESPONSE (200 words or less):

Pedestrian Connections

D. *MEASURE:* Identify the pedestrian connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility. (___ Percent of Points)

RESPONSE (check where applicable):

- Existing pedestrian connection to the project: □ (100 Percent of Points)
- Pedestrian connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned pedestrian connection to the project: □ (X Percent of Points)
- No existing or planned pedestrian connections to the project □ (0 Percent of Points)

RESPONSE (200 words or less):

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

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

RESPONSE (Complete Risk Assessment):

TOTAL: _____ POINTS

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

Updated June 18, 2014

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

1. Role in the Regional Transportation System and Economy (10 Percent of Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as defined in ThriveMSP 2040, as well as existing local activity centers.

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

RESPONSE (Select all that apply):

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

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

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

- Cost Effectiveness = Total project cost/existing population within a half-mile of the proposed pedestrian facility (50 Percent of Points)
- Cost Effectiveness = Total project cost/existing employment within a half-mile of the proposed pedestrian facility (50 Percent of Points)

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

RESPONSE (Completed by Metropolitan Council staff):

4. **Equity (10 Percent of Points) -** This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

   C. *MEASURE:* Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

   RESPONSE (200 words or less):

   D. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

   RESPONSE (Completed by Metropolitan Council staff):

4. **Deficiencies and Safety (30 Percent of Points) –** This criterion addresses the project's ability to improve the overall safety of an existing or future pedestrian facility. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

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

   A. *MEASURE:* Discuss how the project will overcome barriers, fill gaps, or connects system segments in the pedestrian network. The applicant should include barriers and gap improvements on the required project map. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided. (40 Percent of Points)

   RESPONSE (200 words or less):

   B. *MEASURE:* Discuss how the project will correct existing deficiencies on the facility or address an identified safety problem. Proposed safety improvements can include, but are not limited to, ADA, pavement, lighting, signage, grading, and alignment modifications; intersection treatments on multi-lane highways; sight line corrections; at-grade rail crossing treatments and security measures. 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)). Where

available, use of Minnesota Crash Mapping Analysis Tool (MnCMAT) data is highly encouraged. (60 Percent of Points)

RESPONSE (200 words or less):

5. **Multimodal Facilities (Transit and Bicycle) and Connections (15 Percent of Points) -** This criterion measures how the project provides a connection to or otherwise benefits transit facilities, multiuse trails, and/or other bicycle facilities.

Transit Facilities

A. *MEASURE:* Describe the existing transit accommodations and discuss how the proposed project improves the travel experience for transit users. Applicants must detail these transit benefits on the required project map. Examples of transit improvements can include, but are not limited to, improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers such as benches, public art, wayfinding, removing obstructions to create safe/open gathering spaces, and pedestrian-scale lighting. (___ Percent of Points)

RESPONSE (200 words or less):

Transit Connections

B. *MEASURE:* List the transit routes directly connected to the project and~~. If the project does not directly connect to transit stations/stops, provide~~ the total number of routes indirectly connected within a one-mile radius of the project. Potential connections include transitway stations, high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**). (___ Percent of Points)

RESPONSE (List route numbers):

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

Bicycle Facilities

C. *MEASURE:* Describe the existing bicycle accommodations. Additionally, discuss any bicycle elements that are included as part of the total project and how they improve the travel experience and safety of bicyclists. Proposed bicycle improvements can include, but are not limited to, construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from bicycle traffic through the installation of a buffer such as a boulevard, pedestrian-scale lighting, removing obstructions to create safe/open gathering spaces, leading pedestrian signal phasing with coordinated bicycle signal heads, installing curb extensions, protected intersections, pedestrian medians, traffic calming measures, public art, and wayfinding. (__ Percent of Points)

RESPONSE (200 words or less):

Bicycle Connections

D. *MEASURE:* Identify the bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing bikeway identified in an adopted local plan or study. If the bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility. (___ Percent of Points)

RESPONSE (check where applicable):

- Existing bikeway connection to the project: □ (100 Percent of Points)
- Bikeway connection that will be constructed before the completion of the project □ (X Percent of Points)
- Planned bikeway connection to the project: □ (X Percent of Points)
- No existing or planned bikeway connections to the project □ (0 Percent of Points)

RESPONSE (200 words or less):

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

PROJECT SCORING: Projects selected through this solicitation will be programmed for construction in 2017/2018/2019. The region must manage the federal funds in each year of the TIP. Projects are expected to be authorized in their program year in accordance with TAB's Regional Program Year Policy. Projects that do not have many risks and have already completed some of the work are more likely to be ready for funding authorization in the program year.

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

RESPONSE (Complete Risk Assessment):

TOTAL: _____ POINTS

Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

Updated June 18, 2014

Please answer the following questions:

1. **Relationship between Safe Routes to School Program Elements (25 Percent of Points) -** This criterion assesses the project's ability to fulfil the Safe Routes to School Program Elements: Engineering, Education, Enforcement, Encouragement, and Evaluation. MnDOT Safe Routes to School guidance defines these elements as follows:
    - **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways.
    - **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.
    - **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 -** Monitoring and documenting outcomes and trends through the collection of data before and after the project(s).

    A. *MEASURE:* Describe how the project addresses or integrates the 5 Es of the SRTS program. The response should include examples, collaborations or partnerships, and planned activities to further illustrate the incorporation of the 5Es into the project.

    RESPONSE (400 words or less):

2. **Usage (15 Percent of Points) -** This criterion quantifies the project's potential impact to existing population.

    ~~*MEASURE:* Average share of student population that currently bikes or walks to school based on available school data. All schools should have transportation preferences (bus, parent, bike/walk) for each student and/or data stating permission from parents allowing their student to bike or walk to and from school.~~

    ~~*RESPONSE:*~~
    - ~~*Average share of student population:* _____~~

A. *MEASURE:* Average share of student population that currently bikes or walks to school, as identified on the Safe Routes to School student travel tally worksheet. Applicants should also attach copies of all original travel tally documentation (**provide link**).

RESPONSE:

- *Average share of student population:_____*

B. *MEASURE:* Student population within the school's walkshed.

RESPONSE:

- *Student population:_____*

3. **Equity (15 Percent of Points) –** This criterion addresses the project's positive and negative impacts to low-income populations, people of color, and people of all ages and abilities. Furthermore, the criterion also evaluates a community's efforts to promote affordable housing.

E. MEASURE: Describe the project's positive benefits and negative impacts, including the portion of total benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Include information about any mitigation completed for expected negative impacts. (70 Percent of Points)

RESPONSE (200 words or less):

F. MEASURE: Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. (30 Percent of Points)

RESPONSE (Completed by Metropolitan Council staff):

4. **Deficiencies and Safety (25 Percent of 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:* Discuss how the project will overcome barriers, fill gaps, or connect system segments in the pedestrian/bicycle network serving a K-12 school. The applicant should include barriers and gap improvements on the required project map 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 demonstrate 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. Distance to and condition of the nearest parallel crossing of the barrier should also be provided. (___ Percent of Points)

RESPONSE (200 words or less):

B. *MEASURE:* Discuss how the project will correct existing deficiencies on the facility or address an identified safety or security problem. Proposed safety improvements can include, but are not limited to, curb ramps, APS, lighting, signage, grading, intersection treatments, at-grade rail crossing treatments, and security measures. Address how these improvements will make bicycling and walking to 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, and pedestrian/vehicle)). Where available, use of Minnesota Crash Mapping Analysis Tool (MnCMAT) data is highly encouraged. (___ Percent of Points)

RESPONSE (200 words or less):

5. **Multimodal Facilities (Transit) and Connections (5 Percent of Points) -** This criterion measures how the project provides a connection to fixed-route transit stops and stations.

A. *MEASURE:* List the transit routes directly connected to the project and ~~If the project does not directly connect to transit stations/stops, provide~~ the total number of routes indirectly connected to the project. Indirectly connected transit stops or stations must be served by an existing bicycle or pedestrian facility and cannot be located further than a half-mile from an elementary school, one mile from a middle school, or 1.5 miles from the high school served by the project. Directly and indirectly connected transit stops or stations must be included on the required project map. Additionally, applicants should provide the average number of students currently using transit to travel to school, as well as information regarding the school's transit policy, if applicable.

RESPONSE (List route numbers):

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

RESPONSE (200 words or less):

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

A. *MEASURE:* 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, stakeholders contacted, and additional descriptive information ~~attendance and/or comments received~~ should be included in the discussion of the engagement process. If collected, copies of all parent survey results must also be attached to the application **(provide link)**. The

applicant must also identify if the school has a Safe Routes to School plan. (____ Percent of Points)

RESPONSE (200 words or less):

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

RESPONSE (Complete Risk Assessment):

TOTAL: _____ POINTS

Multiuse Trails and Bicycle Facilities – Scoring Guidelines

June 18, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (200 Points; 20 Percent of Points)	**A. Location of the project relative to the RBTN (checked boxes):** • Tier 1, Priority RBTN Corridor • Tier 2, RBTN Corridor • Direct connection to the RBTN (Tier 1 or Tier 2) OR • Project is not located on or directly connected to the RBTN, but is part of a local system identified on an adopted local plan	**200 Points**	**A. The applicant will receive the points shown below based on the location of the project relative to the RBTN.** • Tier 1: *200 Points (100 Percent of Points)* • Tier 2: *160 Points* (*80 Percent of Points)* • Direct connection to the RBTN: *120 Points* (*60 Percent of Points)* • Local System in an adopted local plan: *20 Points* (*10 Percent of Points)*
Usage (200 Points; 20 Percent of Points)	**A. Cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost (Met Council staff calculation):** • Cost Effectiveness = Total project cost/existing population within one mile of the project • Cost Effectiveness = Total project cost/existing employment within one mile of the project	**200 Points**	**A. The applicant with the lowest project cost per person or job will receive the full points listed below. Remaining projects will receive a fraction of the full points equal to the lowest project cost per person or job divided by the project cost per person or job for the application being scored.** • Total project cost/existing population: *100 Points* (*50 Percent of Points)* • Total project cost/existing employment: *100 Points* (*50 Percent of Points)* • Using the Metropolitan Council model, all traffic analysis zones that are included within or intersect the buffer area around the project will be included in the analysis. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (100 Points; 10 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	**70 Points**	**A. 70 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project located in Racially Concentrated Area of Poverty: X *Percent of Points* • Project located in Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*
	B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.	**30 Points**	**B. 30 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on the length of the project in each jurisdiction.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Deficiencies and Safety (250 Points; 25 Percent of Points)	**A. Type of Critical Bicycle Transportation Link(s) completed by the project and how the project will close a gap on the RBTN, cross or circumvent a physical barrier, or improve continuity or connections between jurisdictions (select all that apply):** • Closes a gap on the RBTN • Provides a facility that crosses or circumvents a physical barrier (on or off the RBTN) • Improves continuity and/or connections between jurisdictions (on or off the RBTN)	**100 Points**	**A. 100 Points (40 Percent of Points)** **The applicant will receive the full points shown for each of the critical links identified below if the supporting response (200 words or less) proves the project's ability to fully complete the link. For phased project, the applicant will receive full points if the supporting response proves a phased plan and partial completion to close a gap or improve continuity and/or connections between jurisdictions. How should these projects rank relative to full (non-phased projects) and partial projects which do not have a phasing plan?** • Closes a gap on the RBTN: *50 Points* (*50 Percent of Points)* • Provides a facility that crosses or circumvents a physical barrier: *25 Points (25 Percent of Points)* • Improves continuity and/or connections between jurisdictions: *25 Points (25 Percent of Points)*
	B. Discuss how the project will correct existing deficiencies on the facility or address an identified safety problem.	**150 Points**	**B. 150 Points (60 Percent of Points)** **The applicant will receive the points shown below, based on the quality of the response (200 words or less).** • Applicant provides actual bicycle, pedestrian, and vehicle crash data. Project also proves that the project will reduce the crash potential and provide a safer environment (e.g., curb ramps, APS, pavement, lighting, security measures): *150 Points (100 Percent of Points)* • Applicant proves the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/ped, bike/vehicle, ped/vehicle, and vehicle/vehicle) or safety improvements (e.g., intersection treatments, countdown timers) that address these modal conflicts: *127.5 Points (85 Percent of Points)*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
			• Proves the project's ability to provide a safer environment (e.g., curb ramps, APS, pavement, lighting, security measures): *75 Points (50 Percent of Points)*
Multimodal Facilities (Transit and Pedestrian) and Connections (100 Points; 10 Percent of Points)	**A. Describe the existing transit accommodations and discuss how the proposed project improves the travel experience for transit users. Applicants must detail these transit benefits on the required project map.**		**A. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the transit user at the transit/stop station (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces): *X Percent of Points* • Improves the ease of access to the transit stop/station (e.g., traffic calming, leading pedestrian signal phasing): *X Percent of Points* • Improves the quality of the travel experience (e.g., public art, benches, wayfinding): *X Percent of Points*
	B. List the transit route numbers directly and indirectly connected to the project (checked boxes). • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project • Existing routes indirectly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project		**B. X Percent of Points** **The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a fraction of the full points equal to the total ridership for the application being scored divided by the highest total ridership.** • Existing routes directly connected to the project: *X Percent of Points* • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: *X Percent of Points* • Existing routes indirectly connected to the project: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
			• Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project: *X Percent of Points*
Multimodal Facilities (Transit and Pedestrian) and Connections (Continued) (100 Points; 10 Percent of Points)	**C. Describe the existing pedestrian accommodations and discuss how the proposed project improves the travel experience for pedestrians. Applicants must detail these pedestrian benefits on the required project map.**		**C. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the pedestrian (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians): *X Percent of Points* • Improves the quality of the travel experience (e.g., wayfinding, public art) : *X Percent of Points*
	D. Identify the pedestrian connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted local plan or study. If the pedestrian connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility (check boxes and response (200 words or less)). • Existing pedestrian connection to the project • Pedestrian connection that will be constructed before the completion of the project • Planned pedestrian connection to the project • No existing or planned pedestrian connections to the project		**D. X Percent of Points** **The applicant will receive a maximum of the points shown below based on the project's ability to connect to a high-traffic pedestrian area, as detailed in the required response (200 words or less).** • Existing pedestrian connection to the project: *X Percent of Points* • Pedestrian connection that will be constructed before the completion of the project: *X Percent of Points* • Planned pedestrian connection to the project: *X Percent of Points* • No existing or planned pedestrian connections to the project: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (150 Points; 15 Percent of Points)	TBD	**150 Points**	TBD
Total Points	**1,000 Points**		

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Scoring Guidelines

June 18, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Points)	**A. Location of the project as it relates to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as well as local activity centers (checked boxes):** • Direct connection to or within a Job Concentration • Direct connection to or within a Manufacturing/ Distribution Location • Direct connection to or within an Educational Institution • Project provides a direct connection to or within an existing local activity center identified in an adopted local plan	**100 Points**	**A. The applicant will receive the points shown below based on the location of the project relative to ThriveMSP 2040 Job Concentrations, Manufacturing/ Distribution Locations, and Educational Institutions, as well as local activity centers.** • Job Concentrations: *X Percent of Points* • Manufacturing/Distribution Locations: *X Percent of Points* • Educational Institutions: *X Percent of Points* • Local activity center in an adopted local plan: *X Percent of Points*
Usage (200 Points; 20 Percent of Points)	**A. Cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost (Met Council staff calculation):** • Cost Effectiveness = Total project cost/existing population within one mile of the project • Cost Effectiveness = Total project cost/existing employment within one mile of the project	**200 Points**	**A. The applicant with the lowest project cost per person or job will receive the full points listed below. Remaining projects will receive a fraction of the full points equal to the lowest project cost per person or job divided by the project cost per person or job for the application being scored.** • Total project cost/existing population: *100 Points* (*50 Percent of Points)* • Total project cost/existing employment: *100 Points* (*50 Percent of Points)* • Using the Metropolitan Council model, all traffic analysis zones that are included within or intersect the buffer area around the project will be included in the analysis. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (100 Points; 10 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	**70 Points**	**A. 70 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project located in Racially Concentrated Area of Poverty: X *Percent of Points* • Project located in Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*
	B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.	**30 Points**	**B. 30 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on the length of the project in each jurisdiction.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Deficiencies and Safety (300 Points; 30 Percent of Points)	**A. Discuss how the project will overcome barriers, fill gaps, or connects system segments in the pedestrian/bicycle network serving a K-12 school. (200 words or less). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided.**	**120 Points**	**A. 120 Points (40 Percent of Points)** **The applicant will receive the full points shown for each of the improvements identified below if the supporting response (200 words or less) and required project map proves the project's ability to fully address the barrier or connection/gap. How should the barrier magnitude and distance to nearest parallel crossing be addressed? How should phased projects be accounted for?** • Provides a facility that crosses or circumvents a physical barrier: *X Percent of Points* • Closes a system gap and improves continuity and/or connections to the project school: *X Percent of Points*
	B. Discuss how the project will correct existing deficiencies on the facility or address an identified safety problem.	**180 Points**	**B. 180 Points (60 Percent of Points)** **The applicant will receive the points shown below, based on the quality of the response (200 words or less).** • Applicant provides actual bicycle, pedestrian, and vehicle crash data. Project also proves that the project will reduce the crash potential and provide a safer environment (e.g., curb ramps, APS, pavement, lighting, security measures): *100 Percent of Points* • Applicant proves the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/ped, bike/vehicle, ped/vehicle, and vehicle/vehicle) or safety improvements (e.g., intersection treatments, countdown timers) that address these modal conflicts: *X Percent of Points* • Proves the project's ability to provide a safer environment (e.g., curb ramps, APS, pavement, lighting, security measures): *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit and Pedestrian) and Connections (150 Points; 15 Percent of Points)	**A. Describe the existing transit accommodations and discuss how the proposed project improves the travel experience for transit users. Applicants must detail these transit benefits on the required project map.**		**A. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the transit user at the transit/stop station (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces): *X Percent of Points* • Improves the ease of access to the transit stop/station (e.g., traffic calming, leading pedestrian signal phasing): *X Percent of Points* • Improves the quality of the travel experience (e.g., public art, benches, wayfinding): *X Percent of Points*
	B. List the transit route numbers directly and indirectly connected to the project (checked boxes). • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project • Existing routes indirectly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project		**B. X Percent of Points** **The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a fraction of the full points equal to the total ridership for the application being scored divided by the highest total ridership.** • Existing routes directly connected to the project: *X Percent of Points* • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: *X Percent of Points* • Existing routes indirectly connected to the project: *X Percent of Points* • Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit and Pedestrian) and Connections (Continued) (150 Points; 15 Percent of Points)	**C. Describe the existing bicycle accommodations and discuss how the proposed project improves the travel experience for bicyclists. Applicants must detail these bicycle accommodations on the required project map.**		**C. X Percent of Points** **The applicant will receive the full points shown for each of the improvement categories based on the quality of the response (200 words or less), as guided by the improvement categories below. Required project maps must include these improvements for the applicant to receive points.** • Improves the safety and security of the pedestrian (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians): *X Percent of Points* • Improves the quality of the travel experience (e.g., wayfinding, public art) : *X Percent of Points*
	D. Identify the bikeway connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing bikeway identified in an adopted local plan or study. If the bicycle connection is planned, also describe the timing of the project and the adopted local plan or study that identifies this facility (check boxes and response (200 words or less)). • Existing bikeway connection to the project • Bikeway connection that will be constructed before the completion of the project • Planned bikeway connection to the project • No existing or planned bikeway connections to the project		**D. X Percent of Points** **The applicant will receive a maximum of the points shown below based on the project's ability to connect to a high-traffic pedestrian area, as detailed in the required response (200 words or less).** • Existing bikeway connection to the project: *X Percent of Points* • Bikeway connection that will be constructed before the completion of the project: *X Percent of Points* • Planned bikeway connection to the project: *X Percent of Points* • No existing or planned bikeway connections to the project: *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (150 Points; 15 Percent of Points)	TBD	**150 Points**	TBD
Total Points	**1,000 Points**		

Safe Routes to School – Scoring Guidelines

June 18, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Relationship between Safe Routes to School Program Elements (250 Points; 25 Percent of Points)	**A. Describe how the project addresses or integrates the 5 Es of the SRTS program. The response should include examples, collaborations or partnerships, and planned activities to further illustrate the incorporation of the 5Es into the project.**	**250 Points**	**A. The applicant will receive the full points based on the project's ability to demonstrate the incorporation of each of the 5Es into the project. Completed and implemented activities in each E should receive a higher share of points than planned activities. How should the points be allocated between planned and completed/implemented activities?** • Engineering: 50 Points (*20 Percent of Points)* • Education: 50 Points (*20 Percent of Points)* • Enforcement: 50 Points (*20 Percent of Points)* • Encouragement: 50 Points (*20 Percent of Points)* • Evaluation: 50 Points (*20 Percent of Points)*
Usage (150 Points; 15 Percent of Points)	**A. Average share of student population that currently bikes or walks to school, as identified on the Safe Routes to School student travel tally worksheet. Applicants should also attach copies of all original travel tally documentation.**		**A. X Percent of Points** **The applicant with the highest average share of student population that current bikes or walks to school will receive the full points listed below. Remaining projects will receive a fraction of the full points equal to the average share of student population currently biking or walking to school for the application being scored divided by the highest average share of student population currently biking or walking to school.**
	B. Student population within the school's walkshed.		**B. X Percent of Points** **The applicant with the highest student population within the schools' walkshed will receive the full points listed below. Remaining projects will receive a fraction of the full points equal to the student population within the school's walkshed for the application being scored divided by the highest student population within a school's walkshed.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (150 Points; 15 Percent of Points)	**A. Describe the project's positive benefits and negative impacts, including the benefits and impacts for low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. Applicants must include information about any mitigation completed for expected negative impacts.**	**105 Points**	**A. 105 Points (70 Percent of Points)** **The applicant will receive the points shown below based on the project location and if the supporting response (200 words or less) fully describes the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups.** • Project located in Racially Concentrated Area of Poverty: X *Percent of Points* • Project located in Concentrated Area of Poverty: *X Percent of Points* • Project's census tracts are above the regional average for population in poverty or population of color: *X Percent of Points* • Project is not located in one of above identified areas but applicant describes benefits and impacts for these populations in the project area: *X Percent of Points*
	B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.	**45 Points**	**B. 45 Points (30 Percent of Points)** **The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a fraction of the full points equal to the Housing Performance Score for the application being scored divided by the highest Housing Performance Score.** **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 scores for the project location based on the length of the project in each jurisdiction.**

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Deficiencies and Safety (250 Points; 25 Percent of Points)	**A. Discuss how the project will overcome barriers, fill gaps, or connects system segments in the pedestrian/bicycle network serving a K-12 school. (200 words or less). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided.**	**100 Points**	**A. 100 Points (40 Percent of Points)** **The applicant will receive the full points shown for each of the improvements identified below if the supporting response (200 words or less) and required project map proves the project's ability to fully address the barrier or connection/gap. How should the barrier magnitude and distance to nearest parallel crossing be addressed?** • Provides a facility that crosses or circumvents a physical barrier: *X Percent of Points* • Closes a system gap and improves continuity and/or connections to the project school: *X Percent of Points*
	B. Discuss how the project will correct existing deficiencies on the facility or address an identified safety or security problem.	**150 Points**	**B. 150 Points (60 Percent of Points)** **The applicant will receive the points shown below, based on the quality of the response (200 words or less).** • Applicant provides actual bicycle, pedestrian, and vehicle crash data. Project also proves that the project will reduce the crash potential and provide a safer environment (e.g., curb ramps, APS, pavement, lighting, security measures): 150 Points (*100 Percent of Points)* • Applicant proves the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/ped, bike/car, ped/car, and vehicle/vehicle) or safety improvements (e.g., intersection treatments, countdown timers) that address these modal conflicts: *X Percent of Points* • Proves the project's ability to provide a safer environment (e.g., curb ramps, APS, pavement, lighting, security measures): *X Percent of Points*

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities (Transit) and Connections (50 Points; 5 Percent of Points)	**A. List the transit route numbers directly and indirectly connected to the project. Indirect connections must be within a half mile of elementary schools, one mile of middle schools, and 1.5 miles of high schools (checked boxes).** • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project • Existing routes indirectly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project	**50 Points**	**A. The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a fraction of the full points equal to the total ridership for the application being scored divided by the highest total ridership. Applicants will also provide student ridership and transit policy information to be used for MnDOT SRTS information purposes only.** • Existing routes directly connected to the project: *X Percent of Points* • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: *X Percent of Points* • Existing routes indirectly connected to the project: *X Percent of Points* • Planned transitways (alignment and mode determined and identified in the 2030 TPP)
Public Engagement/ Risk Assessment (150 Points; 15 Percent of Points)	**A. 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. If collected, copies of all parent survey results must also be attached to the application. The applicant must also identify if the school has a Safe Routes to School plan.**		**A. X Percent of Points** **The applicant will be scored on the comprehensiveness and quality of the planned public engagement activities. Applicants with projects derived from a SRTS plan should score the highest. What other differentiating factors should be used to score applicants against each other?**
	B. Risk Assessment		**B. X Percent of Points** **Risk Assessment**
Total Points	**1,000 Points**		

Regional Solicitation Application

Draft updated June 24, 2014.

Complete and submit the following online application **by 5:00 PM on November 24, 2014**.

For questions contact (insert name) at (insert email)

I. GENERAL INFORMATION

1. APPLICANT:
2. UNIT OF GOVERNMENT: (Select from drop down list)
3. PRIMARY COUNTY WHERE THE PROJECT IS LOCATED: (Select from drop down list)
4. JURISDICTIONAL AGENCY (IF DIFFERENT THAN THE APPLICANT):
5. APPLICANT MAILING ADDRESS STREET: CITY: STATE: ZIP CODE:
6. PROJECT CONTACT PERSON: TITLE: PHONE NO. ( ) E-MAIL ADDRESS:

II. PROJECT INFORMATION

7. PROJECT NAME:

8. EVALUATION CATEGORIES – Check only one project category in which you wish your project to be considered.

Roadways Including Multimodal Elements

- ☐ Roadway Expansion
- ☐ Roadway System Management
- ☐ Roadway Reconstruction/Modernization
- ☐ Bridges

Bicycle and Pedestrian Facilities

- ☐ Multiuse Trails and Bicycle Facilities
- ☐ Safe Routes to School Infrastructure
- ☐ Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Transit and Travel Demand Management (TDM) Projects

- ☐ Transit Expansion
- ☐ Transit System Modernization
- ☐ TDM

9. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. – limit to 250 words):

10. PROJECT LENGTH (in miles):

11. CONNECTION TO LOCAL PLANNING (Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable pages):

III. PROJECT FUNDING

12. Are you applying for funds from another source(s) to implement this project? Yes☐ No☐ If yes, please identify the source(s):
13. FEDERAL AMOUNT: $
14. MATCH AMOUNT: $ (Minimum of 20% of project total)
15. PROJECT TOTAL: $
16. MATCH PERCENTAGE (Minimum of 20%): (Compute the match percentage by dividing the match amount by the project total)
17. SOURCE OF MATCH FUNDS:
18. PREFERRED PROGRAM YEAR: ☐ 2017 ☐ 2018 ☐ 2019

IV. REQUIRED ATTACHMENTS

Upload a pdf package with the following elements requested in questions 17 to 19 (hyperlink to upload pdf).

17. MAPS:

- A map of the project limits. Applicants may include more than one map if the project impacts multiple modes.
  -If it is a road project, highlight the segment of road to be constructed on a city or county roadway map.
  -If it is a trail project, highlight the segment of trail to be constructed on a map that includes trails, bikeways, or roadways.
  -If it is for transit service or buses, highlight the transit route that will be expanded with the proposed investment.
  -If it is a facility or on a facility, highlight the location of the facility (roadway, park & ride lot, etc.) on a city or county roadway map.

- An aerial photograph/map that shows the location of the project as it is today **OR** a plan view of the existing roadway that shows the roadway geometry and any bicycle, pedestrian and transit components.

- A 2030 Land Use Map(s) for all cities included within the project limits with TAZs identified. These can be obtained from the city's local comprehensive plan.

- **For Multiuse Trails and Bicycle Facilities, Pedestrian Facilities, Safe Routes to School, Roadway Expansion, Roadway Reconstruction/Modernization, and Bridge projects only**: A concept drawing of the proposed improvements that shows the roadway geometry and any bicycle, pedestrian, and transit components upon completion of the project.

18. COORDINATION

- The applicant must include a letter from the agency with jurisdiction over the facility (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MnDOT and the applicable federal agency (FHWA or FTA).

- If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate.

- **For Transit Expansion projects that include service expansion only:** Applicants must provide a letter of support for the project from the transit provider that will provide the service or manage the contract for the service provider.

19. OTHER

- **For Transit and TDM Projects that include public/private joint-use parking facilities only**: The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded through CMAQ be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.

Project Information Form – Bicycle and Pedestrian Facilities

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From:_____

To:_____
(DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR)

PRIMARY TYPES OF WORK _____

_____
Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)
OLD BRIDGE /CULVERT NO.: _____ _____
NEW BRIDGE/CULVERT NO.: _____
STRUCTURE IS OVER/UNDER: _____

Project Information Form – Roadways Including Multimodal Elements

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

ROAD SYSTEM_____ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD_____(Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From:_____

To:_____
(DO NOT INCLUDE LEGAL DESCRIPTION)

PRIMARY TYPES OF WORK _____

_____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE /CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

Project Information Form – Transit and TDM (for Park-and-Ride and Transit Station Projects Only)

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From:_____

To:_____
(DO NOT INCLUDE LEGAL DESCRIPTION)

PRIMARY TYPES OF WORK _____

_____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Estimate of Construction Costs

Fill out the scoping sheet below and provide the construction cost estimate for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are only used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	**ITEM**	**COST**
Specific Roadway Elements		
☐	**Mobilization (approx. 5% of total cost)**	**$**
☐	**Removals (approx. 5% of total cost)**	**$**
☐	**Roadway (grading, borrow, etc.)**	**$**
☐	**Roadway (aggregates and paving)**	**$**
☐	**Subgrade Correction (muck)**	**$**
☐	**Storm Sewer**	**$**
☐	**Ponds**	**$**
☐	**Concrete Items (curb & gutter, sidewalks, median barriers)**	**$**
☐	**Traffic Control**	**$**
☐	**Striping**	**$**
☐	**Signing**	**$**
☐	**Lighting**	**$**
☐	**Turf - Erosion & Landscaping**	**$**
☐	**Bridge**	**$**
☐	**Retaining Walls**	**$**
☐	**Noise Wall**	**$**
☐	**Traffic Signals**	**$**
☐	**Wetland Mitigation**	**$**
☐	**Other Natural and Cultural Resource Protection**	**$**
☐	**RR Crossing**	**$**
☐	**Roadway Contingencies**	**$**
☐	**Other Roadway Elements**	**$**
Specific Bicycle and Pedestrian Elements		
☐	**Path/Trail Construction**	**$**
☐	**Sidewalk Construction**	**$**
☐	**On-Street Bicycle Facility Construction**	**$**
☐	**Right-of-Way**	**$**
☐	**Pedestrian Curb Ramps (ADA)**	**$**
☐	**Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)**	**$**
☐	**Pedestrian-scale Lighting**	**$**

☐	**Streetscaping**	**$**
☐	**Wayfinding**	**$**
☐	**Bicycle and Pedestrian Contingencies**	**$**
☐	**Other Bicycle and Pedestrian Elements**	**$**
Specific Transit and TDM Elements		
☐	**Fixed Guideway Elements**	**$**
☐	**Stations, Stops, and Terminals**	**$**
☐	**Support Facilities**	**$**
☐	**Transit Systems (e.g. communications, signals, controls, fare collection, etc.)**	**$**
☐	**Vehicles**	**$**
☐	**Transit Operations**	**$**
☐	**Transit and TDM Contingencies**	**$**
☐	**Other Transit and TDM Elements**	**$**
TOTAL CONSTRUCTION COST		**$**

Risk Assessment

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service and transit vehicle purchases.

1) **Project Scope**
   - ☐ Stakeholders have been identified
   - ☐ Meetings or contacts with stakeholders have occurred

2) **Layout or Preliminary Plan**
   - ☐ Layout or Preliminary Plan started
   - ☐ Layout or Preliminary Plan completed

   Anticipated date or date of completion: _____

3) **Environmental Documentation**

   ☐ EIS ☐ EA ☐ PM

   Document Status
   - ☐ Document not started
   - ☐ Document in progress; environmental impacts identified
   - ☐ Document submitted to State Aid for review (date submitted: _____)
   - ☐ Document approved (include copy of signed cover sheet)

   Anticipated date or date of completion/approval: _____

4) **Review of Section 106 Historic Resources**
   - ☐ No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge
   - ☐ Project is located on an identified historic bridge
   - ☐ Unknown impacts to historic/archaeological resources
   - ☐ Historic/archeological review under way; determination of "adverse effect" anticipated
   - ☐ Historic/archeological review under way; determination of "no historic properties affected" or "no adverse effect" anticipated

   Anticipated date or date of completion of historic/archeological review: _____

5) **Review of Section 4f Resources**
   - ☐ No Section 4f resources (i.e., publicly owned parks, recreation areas, historic sites, or wildlife and/or waterfowl refuges) located in the project area
   - ☐ Unknown impacts to Section 4f resources in the project area
   - ☐ Section 4f resources present within the project area, but no known adverse effects
   - ☐ Adverse effects (land conversion) to Section 4f resources likely; letter of support received (potential option for bicycle/pedestrian facility applications only)
   - ☐ Adverse effects (land conversion) to Section 4f resources likely

6) **Review of Section 6f Resources**
   - ☐ No Section 6f resources (i.e., outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property) located in the project area
   - ☐ Unknown impacts to Section 6f resources in the project area
   - ☐ Section 6f resources present within the project area, but no known adverse effects
   - ☐ Adverse effects (land conversion) to Section 6f resources likely

7) Right-of-Way

☐ No right-of-way or easements identification has been completed
☐ No right-of-way or easements required
☐ Right-of-way or easements required, parcels not identified
☐ Right-of-way or easements required, parcels identified
☐ Right-of-way or easements required, appraisals made
☐ Right-of-way or easements required, offers made
☐ Right-of-way or easements has/have been acquired
Anticipated date or date of acquisition _____

8) Railroad Involvement

☐ No railroad involvement on project
☐ Railroad Right-of-Way Agreement required; negotiations not begun
☐ Railroad Right-of-Way Agreement required; negotiations have begun
☐ Railroad Right-of-Way Agreement required; Agreement has been initiated
☐ Railroad Right-of-Way Agreement is executed (include signature page)
Anticipated date or date of executed Agreement _____

9) Construction Documents/Plan

☐ Construction plans have not been started
☐ Construction plans in progress; at least 30% completion
☐ Construction plans submitted to State Aid for review
☐ Construction plans completed/approved (include signed title sheet)
Anticipated date or date of completion: _____

10) Letting

Anticipated Letting Date: _____

Requirements (Draft)

Draft Updated June 12, 2014

The applicant must first show that the project meets all of the requirements to be eligible to be scored and ranked against other projects. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee (TAC) Funding & Programming Committee meeting. Include link.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

   ☐ Check the box to indicate that the project meets this requirement.

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

   ☐ Check the box to indicate that the project meets this requirement.

3. Applicants must not submit an application for the same project in more than one funding sub-category.

   ☐ Check the box to indicate that the project meets this requirement.

3. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. List amounts once determined by working groups and PMT.

   ☐ Check the box to indicate that the project meets this requirement

4. The project must comply with the Americans with Disabilities Act.

   ☐ Check the box to indicate that the project meets this requirement.

5. The project must be accessible and open to the general public.
   ☐ Check the box to indicate that the project meets this requirement.

6. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

   ☐ Check the box to indicate that the project meets this requirement.

7. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects which include traffic management or transit operating funds as part of a construction project are exempt from this policy.

   ☐ Check the box to indicate that the project meets this requirement.

8. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

   ☐ Check the box to indicate that the project meets this requirement.

9. The project applicant must send written notification regarding the proposed projected to all affected communities and other levels and units of government prior to submitting the application.

   ☐ Check the box to indicate that the project meets this requirement.

Roadways Including Multimodal Elements

1. **Expansion and Reconstruction/Modernization projects only:** The project must be designed to meet 10-ton load limit standards.

   ☐ Check the box to indicate that the project meets this requirement.

2. **Expansion and Reconstruction/Modernization projects only:** The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering (can be included if the project does not involve construction such as signal re-timing)? Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

   ☐ Check the box to indicate that the project meets this requirement.

1. **Bridge projects only:** The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or "A" Minor Arterial as shown on the latest TAB approved roadway functional classification map.

   ☐ Check the box to indicate that the project meets this requirement.

2. **Bridge projects only:** Bridges selected in previous Bridge Improvement and Replacement solicitations (1994 – 2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

   ☐ Check the box to indicate that the project meets this requirement.

3. **Bridge projects only:** Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's "Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities" manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.
   ☐ Check the box to indicate that the project meets this requirement.

4. **Bridge projects only:** The bridge must carry highway traffic. Bridges can carry traffic from multiple modes. However, bridges that <u>are exclusively</u> for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.

   ☐ Check the box to indicate that the project meets this requirement.

5. **Bridge projects only:** The length of the bridge must equal or exceed 20 feet.

   ☐ Check the box to indicate that the project meets this requirement.

6. **Bridge projects only:** Project limits for bridge projects are limited from abutment to abutment.

   ☐ Check the box to indicate that the project meets this requirement.

7. **Bridge projects only:** The project must exclude costs for the superstructure (except for the cost of constructing a new bridge deck or reconstructing an existing bridge deck), substructure, studies, preliminary engineering, design, construction engineering, and right-of-way?

   ☐ Check the box to indicate that the project meets this requirement.

8. **For bridge replacement projects only**: Is the bridge structurally deficient or functionally obsolete and is the most recent sufficiency rating less than 50?

   ☐ Check the box to indicate that the project meets this requirement.

9. **For bridge rehabilitation projects only**: Is the bridge structurally deficient or functionally obsolete and is the most recent sufficiency rating 80 or less?

   ☐ Check the box to indicate that the project meets this requirement.

Bicycle and Pedestrian Facilities Projects Only

Note: Bicycle and pedestrian projects may use a "soft match" to fulfill the local match. A "soft match" may include donated labor or construction materials if adequate documentation of its equivalent dollar value and availability can be provided. Donated labor must have expertise and experience in the type of labor required for the project and valued at rates consistent with rates ordinarily paid for similar work. Some type of time sheet must support donated labor. Donated materials, e.g., railroad ties, asphalt pavement, or wiring necessary to run a street car, must meet all standards and specifications. Caution in using a "soft match" should be taken to ensure the donated materials or labor during actual construction does not fall below the 20 percent non-federal match required to be able to receive 100 percent of the federal funds. Applicants wishing to use a soft match should first contact the Minnesota office of the Federal Highway Administration for more information.

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. 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.

   ☐ Check the box to indicate that the project meets this requirement.

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

   ☐ Check the box to indicate that the project meets this requirement.

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

   ☐ Check the box to indicate that the project meets this requirement.

4. Seventy percent of the project cost must fall under one of the following eligible activities:
    - Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
    - Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs.
    - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
    - Safe Routes to School Infrastructure-related projects.

    ☐ Check the box to indicate that the project meets this requirement.

5. **For Safe Routes to School projects only:** All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

    ☐ Check the box to indicate that the project meets this requirement.

6. **For Safe Routes to School projects only:** All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website (**provide link**). The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website (**provide link**).

    ☐ Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

7. **For Safe Routes to School projects only:** The applicant must contact MnDOT Safe Routes to School staff (Mao Yang; mao.yang@state.mn.us; 651-366-3827) as soon as possible before the application deadline to describe how the project relates to their Safe Routes to School Plan. MnDOT staff will review this information and notify Metropolitan Council staff of the projects that meet Safe Routes to School-specific program requirements.

    ☐ Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff as soon as possible before the application deadline.

Transit and TDM Projects Only

1. The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as

part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or pool-and-ride lots).

☐ Check the box to indicate that the project meets this requirement.

2. **For Transit Expansion projects only:** The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service, or dial-a-ride).

   ☐ Check the box to indicate that the project meets this requirement.

3. **For Transit Expansion projects only:** The applicant must have the capital and operating funds necessary to implement the entire project and operating funds to continue the service or facility.

   ☐ Check the box to indicate that the project meets this requirement.

4. **For Transit Expansion projects only:** The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

   ☐ Check the box to indicate that the project meets this requirement.

General Process (Draft)

Draft Updated June 3, 2014

1. Project sponsors must incur the cost of the project prior to repayment. Costs become eligible for reimbursement only after a project has been approved by the Transportation Advisory Board (TAB)/Metropolitan Council, the Minnesota Department of Transportation (MnDOT), and the appropriate United States Department of Transportation (USDOT) modal agency.

2. Projects will be added to the Transportation Improvement Program (TIP) only after TAB/Metropolitan Council approval.

3. The construction cost of projects listed in the region's draft or adopted TIP is assumed to be fully-funded. TAB will not consider projects already listed in the draft or adopted TIP, nor the reimbursement of advanced construction funds for those projects, for funding through the solicitation process.

4. The federal fund participation for each project will be updated and reported annually. Projects selected to receive federal funding through this solicitation will be programmed in the regional TIP in years 2017, 2018, and 2019, taking into consideration the applicant's request and the TAB's balancing of these requests based on available funds. When the selected projects are programmed, the TAB will adjust the federal award and the non-federal match amount to account for anticipated inflation.

5. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope of an approved project. Include link to scope change process.

6. **A project will be removed from the program if it does not meet its program year.** The program year aligns with the state fiscal year. For example, if the project is programmed for 2018 in the TIP, the project program year begins July 1, 2017 and ends June 30, 2018. Projects selected from this solicitation will be programmed in 2017, 2018, and 2019. The Regional Program Year Policy outlines the process to request a one-time program year extension. Include link to Regional Program Year Policy.

7. The announcement of funding availability is published in the State Register, posted on the Metropolitan Council website, and emailed to local stakeholders.

8. The applicant must show that the project meets all of the requirements to be eligible to be scored and ranked against other projects. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee (TAC) Funding & Programming Committee meeting.

9. A set of prioritizing criteria with a range of points assigned is provided. The applicant must respond directly to each prioritizing criterion in order for it to be scored and receive points. Projects are scored based on how well the response meets the requirements of the prioritizing criteria and how well the responses compare to those of other qualifying applications in the same project category.

10. Members of the TAC Funding and Programming Committee or other designees will evaluate the applications and prepare a ranked list of projects by category based on a total score of all the prioritizing criteria. The TAC will forward the ranked list of projects with funding options. TAB may develop its own funding proposals. TAB may or may not choose to fund projects submitted from each sub-category. TAB will then recommend a list of projects to be included in the region's Transportation Improvement Program and receive federal funds. TAB then submits the Transportation Improvement Program (TIP) to the Metropolitan Council for concurrence.

Roadways Including Multimodal Elements Projects Only

1. Projects involving interchange construction and reconstruction on the Principal Arterial system (regardless of whether the project is on the Principal Arterial or an intersecting "A" Minor Arterial) are funded conditional on the successful completion of the Metropolitan Council/MnDOT Highway Interchange Request procedures. Include link to Appendix E of the 2030 TPP.

2. In the 2014 regional solicitation, the TAB will only fund a project on a "A" Minor Arterial that is spaced at least 3.5 miles away from another funded project on the same "A" Minor Arterial (only applies to two projects selected in the same solicitation).

3. In the 2014 regional solicitation, the TAB will only fund a project on a Non-Freeway Principal Arterial that is spaced at least seven miles away from another funded project on the same Non-Freeway Principal Arterial (only applies to two projects selected in the same solicitation).

Transit and Transportation Demand Management (TDM) Projects Only

1. In the 2014 solicitation, the TAB will not fund more than one transit capital project in each of the following Transitway Corridors: Hiawatha, Central, Southwest, Cedar Avenue, Bottineau, I-35W, and Northstar Corridors.

Regional Solicitation Modal Funding Options (Draft 6/16/14)

The TAB Executive Committee requested staff and the PMT to provide three modal funding options for their consideration. Table 1 provides historic funding percentages by mode for the five solicitations that took place between 2003 and 2011. Table 2 shows the MAP-21 program funding levels.

Table 1: Background Information on Funding by Mode

	Roadways Including Multimodal Elements	Transit and TDM Projects	Bicycle and Pedestrian Facilities	Total
Historic Funding (Range and Avg. for 2003-2011)	55%-61% Avg. 58%	20%-29% Avg. 27%	12%-19% Avg. 15%	87%-109% Avg. 100%

Table 2: MAP-21 Funding Levels

	STP Funding	CMAQ Funding	TAP Funding	Total
MAP-21 Funding Levels	54% $81M	36% $54M	10% $15M	100% $150M

Table 3 provides three options to allocate the $150 million of federal funds that are available in the next solicitation. Option 1 proposes historic funding levels, while the other three options emphasize each of the three modes by giving that particular mode a higher percentage of the total funds. For instance, in the roadway emphasis, 61 percent of the funds are allocated to roadways. This 61 percent was derived from the highest percentage for roadways shown in Table 1. A range of 10 percentage points is provided for each mode to provide TAB with some flexibility in selecting projects.

Table 3: Funding Options by Mode

	Roadways Including Multimodal Elements	Transit and TDM Projects	Bicycle and Pedestrian Facilities	Total
Option 1: Historic Levels	58% (Range of 53%-63%) $87M (Range of $80M-$95M)	27% (Range of 22%-32%) $41M (Range of $33M-$48M)	15% (Range of 10%-20%) $23M (Range of $15M-$30M)	100% $150M
Option 2: Roadway Including Multimodal Elements Emphasis	61% (Range of 56%-66%) $92M (Range of $84M-$99M)	25% (Range of 20%-30%) $38M (Range of $30M-$45M)	14% (Range of 9%-19%) $21M (Range of $14M-$29M)	100% $150M
Option 3: Transit Emphasis	56% (Range of 51%-61%) $84M (Range of $77M-$92M)	29% (Range of 24%-34%) $44M (Range of $36M-$51M)	15% (Range of 10%-20%) $23M (Range of $15M-$30M)	100% $150M
Option 4: Bicycle and Pedestrian Emphasis	54% (Range of 49%-59%) $81M (Range of $74M-$89M)	27% (Range of 22%-32%) $41M (Range of $33M-$48M)	19% (Range of 14%-24%) $29M (Range of $21M-$36M)	100% $150M