TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 6, 2016
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of December 2 2015, Minutes**
4. **TAB Report** – Elaine Koutsoukos
5. **Committee Reports**
   - **Executive Committee** (Steve Albrecht, Chair)
   - **Planning Committee** (Lisa Freese, Chair)
     a. **2016-06 Functional Classification Washington County**
     b. **2016-07 Functional Classification Dayton**
   - **Funding and Programming Committee** (Tim Mayasich, Chair)
     a. **2016-01 Minneapolis Scope Change**
     b. **2016-02 Minneapolis TIP Amendment**
     c. **Information Item: Solicitation Functional Classification Scoring**
     d. **2016-03 Solicitation Measures and Scoring Guidance**
     e. **2016-04 Solicitation Criteria Weighting and Measures**
     f. **2016-05 Solicitation Minimum and Maximum Funding Amounts**
     g. **2016-08 Solicitation Forms and Qualifying Criteria and Full Packet for Public Comment**
6. **Special Agenda Items**
   - **Statewide Multimodal Transportation Plan** (Jake Rueter, MnDOT)
   - **Travel Behavior Inventory Presentation** (Jonathan Ehrlich, MTS)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB in December. Contact Joe Barbeau with questions at 651-602-1705.

None

Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, December 2, 2015
9:00 A.M.

Members Present: Doug Fischer, Lyndon Robjent, Brian Sorenson, Jim Grube, Tim Mayasich, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Mark Filipi, Michael Larson, Adam Harrington, Pat Bursaw, Amanda Smith, Bridget Rief, Beverley Miller, John Tompkins, Danny McCullough, Jean Keely, Steve Albrecht, Michael Thompson, Kim Lindquist, Bruce Loney, Jim Kosluchar, Jenifer Hager, Jack Byers, Bill Dermody, Paul Kurtz (Members Excused: Karl Keel, Paul Oehme)

1. **Call to Order**

The meeting was called to order by Steve Albrecht at 9:03 a.m.

2. **Approval of Agenda**

Elaine Koutsoukos proposed the following changes to the agenda:

1) Add agenda items 2015-50, 2015-51, and 2015-52 per the agenda change on Tuesday.
2) For the Funding & Programming report, put item C first, then A and B.
3) Remove the MnDOT presentation on the Statewide Multimodal Transportation Plan and MnSHIP, due to our large agenda.

Mark Filipi moved and Tim Mayasich seconded. No discussion. Motion passed.

3. **Approval of March Minutes**

The November 4, 2015 meeting minutes were approved as written. Pat Bursaw moved and Tim Mayasich seconded. No discussion. Motion passed.

4. **TAB Report**

Elaine Koutsoukos reported on the November 18, 2015 TAB meeting.

REPORTS

TAB Chair's Report

Hovland reported that the TAB Executive Committee did not meet this month. The second Equity Workshop will be held following the TAB meeting today.

Agency Reports (MnDOT, MPCA, MAC and Metropolitan Council)

MnDOT: McBride – reported that the Lafayette Bridge has opened after 5 years of construction. The northbound I-35E MnPASS lane north of St. Paul will open on 11/30. There will be a 1 month free operation period. Sometime right after the first of the year MnDOT will begin charging for the MnPASS lanes on I-35E. There is information online about the process for signing up for the transponders. Maluchnik added that a bridge opening ceremony is scheduled for Highway 101 on 11/24.

MAC: Carl Crimmins – reported that MAC Executive Director Jeff Hamiel will be leaving MAC in May. A nationwide search is beginning for a replacement MAC Executive Director. A new aircraft viewing area has opened at Longbow & Carver Road. MAC is also partnering with the U of M on a fenced-off area for beekeeping. The U of M is also working with the Veteran's Administration to involve veterans with trauma disorders in the beekeeping operations.

Metropolitan Council: Katie Rodriguez – reported that LRT ridership continues to be strong. The Green Line ridership is approaching the 2030 daily ridership forecast projections.

TAB Bylaws Proposal

Current TAB bylaws allow for one alternate for the Metropolitan Council representative. Rodriguez suggested also allowing 1 alternate (in total) that could fill in for the transit and non-motorized representatives (3 positions). State Law is silent on this. Discussion followed and Swanson stated that currently only cities of the first class are allowed alternates and he would like to see it extended to the other cities as well. Goins would also like the opportunity for an alternate for the freight representative. TAB directed the Bylaws Committee to look at a broader range of alternates for all forms of representation on the TAB.

ACTION ITEMS

Steve Albrecht, TAC Chair, gave a recap of the Streamlining process and guidelines and explained the next three projects (2015-42, 2015-43 and 2015-48). The committee voted on each item separately.

1. 2015-42: 2016-2019 Streamlined TIP Amendment: 5309, Metro Transit, Ladders of Opportunity
   TAB adopted the amendment into the 2016-2019 TIP to include funding for improvement, replacement, and construction of bus facilities in the Minneapolis and St. Paul region (SP# TRF-TCMC-16BE).

2. 2015-43: 2016-2019 Streamlined TIP Amendment: National Highway Performance Program (NHPP), I-35W, MnDOT
   TAB adopted the amendment to the 2016-2019 TIP to adjust the scope and description of MnDOT's I-35W pavement resurface and rehabilitation project (SP# 6284-166).

3. 2015-48: 2016-2019 Streamlined TIP Amendment: Transportation Alternatives Program (TAP), Three Rivers Park District
   TAB adopted the amendment to the 2016-2019 TIP to adjust the cost of Three Rivers Park District's Bassett Creek Regional Trail project (SP# 091-090-076).

Albrecht explained the next two items (2015-44 and 2015-45). This project may be eligible for New Starts funding, but we won't know until well into 2016. If the project is awarded New Starts funding in the SWLRT project, then $2.1M will be freed up for other projects. John Doan, Hennepin County, was present and answered questions from committee members regarding the funding and status of the project.

4. 2015-44: Scope Change: Cedar Lake Trail, Hennepin County

TAB approved of the scope change request to include stairs at the crossings and include the project in the New Starts application.

5. 2015-45: 2016-2019 TIP Amendment: Cedar Lake Trail, Hennepin County

TAB adopted the amendment into the 2016-2019 TIP to adjust the cost, change the sponsor, and add stairways to the scope of Hennepin County's Cedar Lake LRT Regional Tail Crossings project (SP# 027-090-024) and reserve reallocation of funds until notified by Metropolitan Council, but no later that year end 2016.

INFORMATION AND DISCUSSION ITEMS

1. Public Participation Plan

Michelle Fure, Metropolitan Council Manager Public Involvement-Communications, presented this item. She answered questions from committee members about the extent and methods of engagement with communities. Sanger suggested that MC share learned information with the local governments that will help the locals reach out to different cultures. Rodriguez encouraged locals to reach out to their Metropolitan Council member with any concerns or questions that they may have.

2. Clean Air Minnesota

David Thornton introduced this item and stated that this presentation is a result of interest from recent TAB meetings and conversations about Federal Standards and non-attainment. Bill Droessler, Clean Air Minnesota, presented this item.

3. 2016 Regional Solicitation

Metropolitan Transportation Services Planning Analyst Steve Peterson presented this item. Peterson covered as much information as he could in the remaining time left for the meeting, there will be more discussion at future TAB meetings.

5. Committee Reports

A. Executive Committee (Steve Albrecht, Chair)

At this morning's TAC Executive meeting the group discussed the recently added agenda items. Preferably the TAC wouldn't add agenda items so late before the meeting, but the TAB Chair is asking for their December meeting so be more focused, so therefore this action needs to be taken today.

Additionally, today is Beverley Miller's final TAC meeting as a representative from the Suburban Transit Association. The TAC thanked her for her service.

B. Funding and Programming Committee (Tim Mayasich)

Draft Defederalization Policy. Joe Barbeau presented this item. This is an information item for now but will be an action item in 2016, perhaps as late as March, due to the increased activity level on the TAB agendas. Pat Bursaw said that this will be a useful policy, but there needs to be a tracking mechanism within the region for TIP and STIP purposes. The projects still need to be accounted for even though they are not receiving federal funds.

2015-46 Hennepin County Defederalization. Tim Mayasich presented this item. Jim Grube expressed Hennepin County's intention to abide by the draft policy discussed above.

Tim Mayasich moved and Doug Fischer seconded. Motion passes.

2015-47 Hennepin County TIP Amendment. Tim Mayasich presented this item. Tim Mayasich moved and Michael Thompson seconded. Motion passes.

C. Planning Committee (Lisa Freese)

The Planning committee met in November and had informational presentations regarding the metro centerline project, functional classification and Regional Bicycle Transportation Network changes before the next solicitation, MnDOT's Statewide Multimodal Transportation Plan and MnSHIP, and the Council's performance measure work.

2015-49 Metropolitan Airports Commission Capital Improvement Program. Lisa Freese presented this item. Bridget Rief added information about the individual projects that are being included, some of which were not presented in the TAC-Planning action item due to the conclusion of the environmental documentation and public involvement process. Lisa Freese moved and Tim Mayasich seconded. Motion passes.

6. Special Agenda Items

Regional Solicitation (Steve Peterson, MTS)

Elaine Koutsoukos explained that the past two TAB meetings have not had a lot of discussion on solicitation issues. Chair Hovland wants to change the approach for the rest of the process to clarify discussion vs. decision-making conversations. Chair Hovland and Council staff have pulled out three issues that have been generally agreed-upon in the past in order to solidify them for TAB's knowledge.

2015-50 Application Funding Categories. Doug Fischer asked if this means we will be tweaking criteria, not creating new criteria. Steve Petersaid said yes. Doug Fischer would like to see railroad safety improvement as its own category to do something bigger to address this need. Pat Busaw said that there are lots of other categories could be added with similar needs, such as interchanges. However it is hoped that this group can address the criteria we have instead of creating new categories. Tim Mayasich agreed with Pat Bursaw. Ramsey County has a lot of at-grade crossings as well. Kim Lindquist said that the next solicitation should advertise that railroad crossings have a better chance of being competitive in the 2016 solicitation. Lyndon Robjent asked if we are measuring the impact of railroad crossings on roadway delay. Steve Peterson said that at a previous meeting this group agreed to allow Synchro to model this in the applications. Tim Mayasich moved and Doug Fischer seconded. Motion passes.

2015-51 Functional Classification Scoring. Doug Fischer asked if it made sense to pick one of the alternatives laid out in this action item instead of sending all of these options to TAB. Elaine Koutsoukos said that Chair Hovland would like a recommendation, but this action item states that there isn't a consensus yet. Kim Lindquist said that it is easier to get information back if we provide a recommendation instead of giving the TAB more options to choose from. Kim Lindquist, Tim Mayasich, and Doug Fischer said that option #2 is ideal and consistent with the previous action item. Doug Fischer moved the item, to be changed to state a preference for option #2. Lyndon Robjent seconded. Motion passes.

2015-52 Cost Effectiveness Criteria. Lyndon Robjent moved the action item, with the selection of option #1 as the preferred action. Doug Fischer seconded. Michael Thompson asked if the usage numbers will

not be collected since they won't be used to calculate cost-effectiveness. Elaine Koutsoukos said that the measures will remain but will not be tied to cost-effectiveness. Motion passes.

Tim Mayasich requested that all jurisdictions be represented at the next Funding & Programming meeting to complete the criteria work.

Steve Peterson presented the recommended changes to the transit, bicycle, and pedestrian solicitation categories.

Adam Harrington clarified that these numbers are directly connected to transit trips, not to transit routes. Pat Bursaw asked if transit modernization projects should also account for attracting new riders instead of just benefiting existing riders. Steve Peterson responded that it is hard to determine new riders on existing routes. The number is kept for emissions purposes but not for usage. Adam Harrington added that the "value of investment" is the number of people served. Jan Lucke asked why population concentration is part of transit applications but not other applications. Steve Peterson said that last year's working group came up with these measures. Elaine Koutsoukos said that population within 2.5-5 miles counts for points at park and ride locations.

7. Agency Reports

There were no agency reports.

8. Other Business and Adjournment

Tim Mayasich reported that the U.S. House and Senate conference committee has agreed on a 5 year, $300 billion transportation package. A presentation for TAC would be appreciated after the new year when we know more about the details.

There being no other business, the meeting adjourned at 10:14AM.

Prepared by:

Katie White

ACTION TRANSMITTAL 2016-06

DATE:	December 28, 2015
TO:	TAC
FROM:	TAC Planning
PREPARED BY:	Rachel Wiken (651) 602-1572
SUBJECT:	Functional Class Change #1331 – Collector – Washington County CSAH 26
REQUESTED ACTION:	Washington County requests this functional class change be approved.
RECOMMENDED MOTION:	That TAC approve #1331 – CSAH 26 between CSAH 23 Beach Road and CSAH 24 Osgood Avenue be reclassified from a Local Street to a Major Collector.

BACKGROUND AND PURPOSE OF ACTION:

Currently of local classification, CSAH 26 is a new street completed as part of the local road networked tied into the St Croix River Crossing Bridge. Formally a dead end, the road now connects CSAH 23 Beach Rd and CSAH 24 Osgood Ave. Washington County took jurisdiction of this roadway in August 2015.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board maintains a roadway functional classification system for all regional roads. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee, with the exception of Principal Arterials. Changes to all other roadways submitted by the agency with jurisdiction over the roadway are reviewed and recommended by the TAC Planning Committee, approved by TAC, and received as information by TAB.

STAFF ANALYSIS: The road functions as Collector, providing direct access to local businesses and residences, while connecting to other functional class roads to provide access to employment and commercial centers in Stillwater and TH 36 for longer regional trips.

COMMITTEE ACTION: TAC Planning agreed with staff recommendations and moved to approve the change.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC - Planning	Review and Recommend	12-10-15
Technical Advisory Committee	Review and Recommend	
Transportation Advisory Board	Information	

Regional Functional Classification
Change Request Form

ID Number: *1331*

Date of Request: *12-2-15*

Roadway Name: CSAH 26

Roadway CSAH # 26 Roadway MSA #
Roadway County Rd # Request Type: Existing

Functional Classification Information:

Existing Roadway
Current Classification: **Local**
Requested Classification: **Major Collector**
If other:

Planned Roadway
Current Classification: **----------**
Requested Classification: **----------**
If other:

Planned to existing **Contingent Conditions: Road is opened**
Other / Explain:

Request Information:

Change Start Location: **CSAH 24**
Change End Location: **CSAH23**
Length of Requested Change (Miles): **.5**
Dependent on other Requested Changes: **No**
Road name(s) or ID Number(s) of dependent requests:
Involves other jurisdictions (**No**) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change
This section of roadway is between CSAH 23/Beach Road and CSAH23/21/Stagecoach Trail in the City of Oak Park Heights. Previously, it was a local street that extended east from CSAH24/Osgood Avenue with a dead end at the Historic Club Terra. As part of the local/county/regional road network layout which ties into TH 36 and the St. Croix River Crossing Bridge, this roadway has been connected to CSAH 23/Beach Road for local access into Stillwater. It has also been connected to CSAH 23/21/Stage Coach Trail and TH 95 to the City of Bayport, Baytown Township and West Lakeland Township to the south and beyond.

Washington County took juristiction of this roadway by Commissioner Order on August 21, 2015. A copy of the order is filed with the Washington County Recorder.

This change will acknowledge the new the local road network in the area and provide planning for this roadway to function as a major collector in the future.

Following Section Required for All Principal and Minor Arterial Requests

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: This route provides access to and from Bayport/West Lakeland/Stillwater and communities south to Interstate I-94.

Regional Functional Classification Change Request Form

ID Number: *1331*

Date of Request: *12-2-15*

Spacing: CSAH 14 in Baytown Township is 1.3 miles to the south and CSAH 24/Orleans Avenue in Stillwater is .6 miles north of CSAH 26

Management: This road segment accommodates short to medium trips to local commercial districts in Stillwater and Oak Park Heights and employment centers as well as accommodating longer trips by accessing Trunkd Highway (TH) 36 which is on the Principal Arterial system.This road segment is able to maintain all applicable average speed goals.

System Connections & Access Spacing: Direct access to TH 36, a Principal Arterial from CSAH24, Osgood Avenue, is provided. In the commercial area of Oak Park Heights near TH 36, left and right turn lanes are provided at all intersections along CSAH 24.

Trip Making Services: This road segment accommodates short to medium trips to local commercial districts in Stillwater and Oak Park Heights and employment centers as well as accommodating longer trips by accessing the Principal Arterial system.

Mobility vs. Land Access: This roadway provides mobility to communities in this area and acess to TH 36. It provides direct access to a recreational area, the Historic Club Terra and a number of multi-family apartment buildings in the City of Oak Park Heights.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:
(from Table D-4 in TPP, http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx)

Use:
Location:
Trip Length:
Problem Addressed:

(Optional) **Typical Characteristics:** Providing the following to support the request

Intersection Treatments: N/A

Present AADT: No Data

Estimated Future AADT/Year: NoData Available

Source of Estimated AADT/Date:

Regional Functional Classification Change Request Form

ID Number: *1331*

Date of Request: *12-2-15*

Posted Speed: No speed study has been done because the road wasjust added to the system. It is currently posted at 30 mph and a speed study will be done in the next two years to determine if the speed limit is appropritae.

---------- Required for All Requests ----------

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: Washington County

Contact Person: Ann Pung-Terwedo
Phone: 651-430-4362 Fax: 651-430-4350
Email: Ann.pung-terwedo@co.washington.mn.us
Address: 11660 Myeron Avenue North
City: Stillwater State: MN Zip: 55082

---------- ***Committee Staff ONLY***----------

Staff Recommendation:

Consent Approval: Yes
Technical Correction: -------
Staff Recommendation:
MnDOT Consent: YES ☒ NO ☐ Comments: reviewed by Michael Corbett
Potential Issues:

Change Tracking:

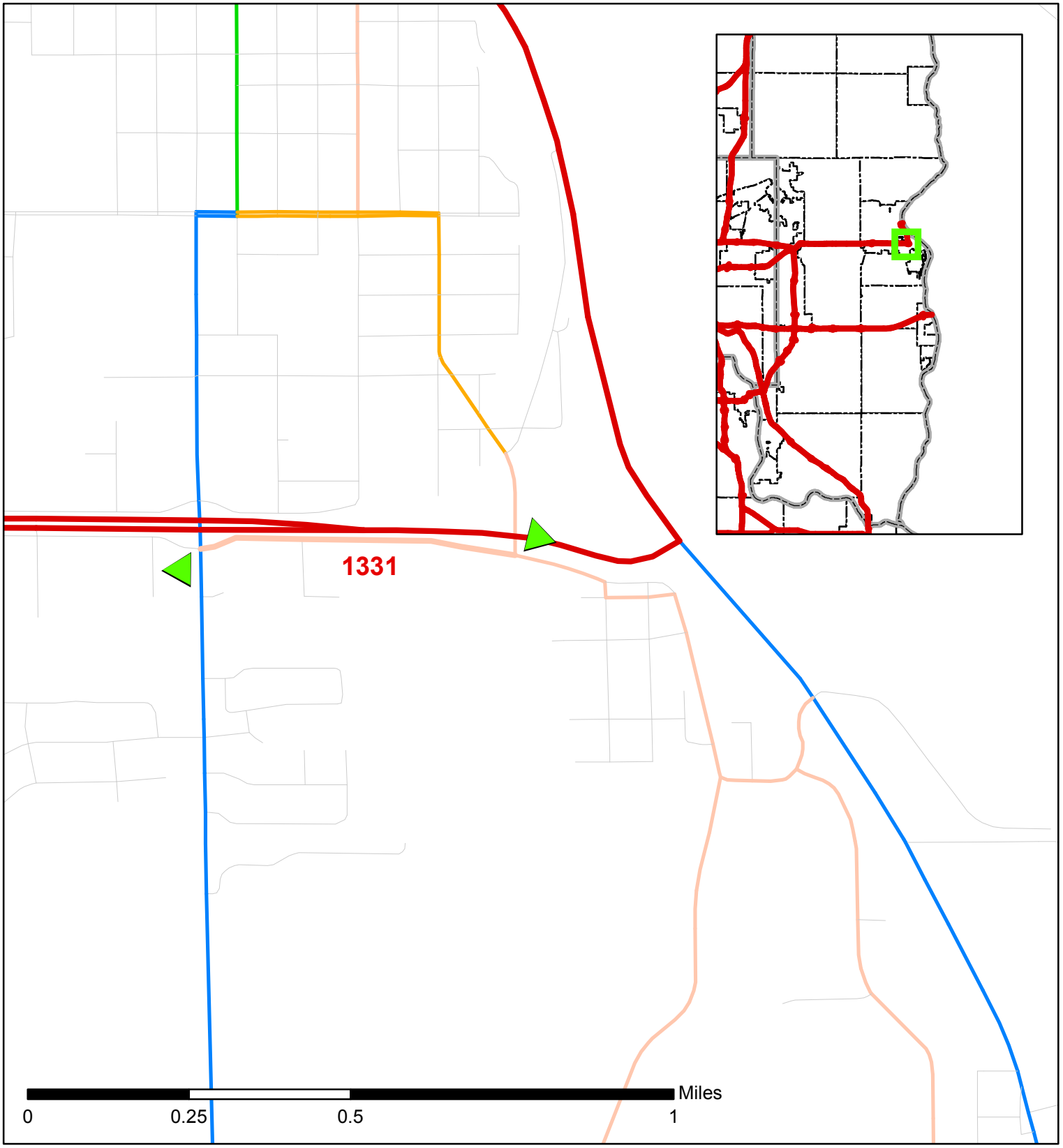
TAC Planning Record of Decision: approve as requested Date: 12-10-15
TAC Record of Decision: Date:
TAB Record of Decision (PA ONLY): Date:
Mn/DOT Notification: Date:

Geography Recorded: ------- *Date:*

Previous Action ID: *Date:*

Functional Class Roads Change Requests
Washington County

ID# 1331



Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

N

City / Township Boundaries

Street Centerlines

County Boundaries

12-2-15

ACTION TRANSMITTAL 2016-07

DATE:	December 28, 2015
TO:	TAC
FROM:	TAC Planning
PREPARED BY:	Rachel Wiken (651) 602-1572
SUBJECT:	Functional Class Change #1330 – Planned A Minor Connector Ridgeway Crossing– City of Dayton
REQUESTED ACTION:	City of Dayton requests this functional class change be approved.
RECOMMENDED MOTION:	That TAC approve #1330 – planned Riverview Crossing between CSAH 81 and CSAH 101 (Brockton Lane North) be designated as an A-Minor Expander and CSAH 101 (Brockton Lane North) be reclassified from an A-Minor Expander to an A-Minor Collector when the planned Riverview Crossing is completed.

BACKGROUND AND PURPOSE OF ACTION:

The City of Dayton is requesting a new planned A Minor Connector between Brockton Lane and CSAH 81, crossing I-94.

A new interchange along the I-94 corridor near Brockton Lane has been in the planning stages since the original construction of I-94. Since that time, the proposed interchange has not been implemented. As a result, a six-mile gap in access exists along the I-94 corridor between the City of Maple Grove and the City of Rogers.

The proposed interchange has been studied by the Interchange Planning Review Committee in 2012. See attached materials.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board maintains a roadway functional classification system for all regional roads. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee, with the exception of Principal Arterials. Changes to all other roadways submitted by the agency with jurisdiction over the roadway are reviewed and recommended by the TAC Planning Committee, approved by TAC, and received as information by TAB.

STAFF ANALYSIS: Staff at the Met Council and MnDOT reviewed the request. Consensus was approval with modifications as described below.

City of Dayton is classified as an Emerging Suburban Edge in Thrive MSP Community Designations. Based on the 2040 Transportation Policy Plan Appendix D: Functional Class Criteria, A Minor Connectors are in rural communities. A Minors in Suburban / Suburban Edge areas should be classified as Expanders. Based on the Thrive MSP community designations, an A Minor in the City of Dayton should be A-Minor Expander instead of a Connector.

Staff also recommend that if the planned road is approved, a subsequent change be required upon completion of the planned road. Brockton Lane from CSAH 81 to the new planned alignment should be changed from Expander to Connector. The new planned road and Brockton, if both were expanders, would cause redundancy on the A Minor system.

MnDOT Staff also highlighted that the application ignores the completion of 610 and the new connection to I-94 which would narrow the gap in access points. With the completion of 610, the gap in access would be closer to 5 miles. Completion of 610 will also improve local streets in the area. Spacing of access points would still be acceptable and within guidelines.

COMMITTEE ACTION: Marie Cote from SRF presented the request for the City of Dayton. The City agreed with the staff recommendation to change the request to an expander based on Thrive Community Designations. The committee discussed the change at length and need for an I-94 interchange at this location. Ultimately, committee moved to pass the planned road as an A Minor Expander and that Brockton will be changed to an A Minor Connector once the new road is built. Motion passed unanimously.

Map attached shows the request as approved by TAC planning, not the original submission.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC - Planning	Review and Recommend	12-10-15
Technical Advisory Committee	Review and Recommend	
Transportation Advisory Board	Information	

Regional Functional Classification
Change Request Form

ID Number: *1330*

Date of Request: *11/16/15*

Roadway Name: Ridgeview Crossing

Roadway CSAH # NA
Roadway County Rd # NA
Roadway MSA # NA
Request Type: Planned

Functional Classification Information:

Existing Roadway
Current Classification: **N/A**
Requested Classification: **N/A**
If other:

Planned Roadway
Current Classification: **N/A**
Requested Classification: **A Minor Connector**
If other:

Planned to existing **Contingent Conditions: other**
Other / Explain: The proposed classification is in anticipation of the planning, funding and development of a grade separated interchange at I-94 and Ridgeview Crossing.

Request Information:

Change Start Location: **CSAH 81**
Change End Location: **CSAH 101 (Brockton Lane North)**
Length of Requested Change (Miles): **1.00 miles**
Dependent on other Requested Changes: **No**
Road name(s) or ID Number(s) of dependent requests:
Involves other jurisdictions (**No**) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

A new interchange along the I-94 corridor near Brockton Lane has been in the planning stages since the original construction of I-94. Since that time, the proposed interchange has not been implemented. As a result, a six-mile gap in access exists along the I-94 corridor between the City of Maple Grove and the City of Rogers. As part of the I-94/Brockton Lane Project, the Ridgeview Crossing is the new roadway planned between CSAH 101 and CSAH 81 (see Figure 1). The proposed functional classification for this roadway is an "A" Minor Connector. This future designation is recognized in the City's approved Comprehensive Plan (2008). In that respect, this request implements the plan and helps set the stage for the I-94/Ridgeview Crossing Interchange. It is also important to recognize that the extension of Ridgeview Crossing beyond CSAH 101 and CSAH 81 are still being explored. These alignments would eventually connect to CSAH 117 and CSAH 121.

The planned Ridgeview Crossing is required to be an "A" Minor Arterial Roadway in order to receive regional funding. More importantly, the planned Ridgeview Crossing also aligns with "A" Minor Connector guidelines:

• The Ridgeview Crossing will connect two "A" Minor Expanders (i.e., CSAH 101 and CSAH 81), in addition to addressing the six-mile gap in access to a Principal Arterial (i.e., I-94).

• The Ridgeview Crossing will provide a safe connection between town centers (e.g., Dayton, Corcoran, Maple, Grove, and Rogers) in the developing and rural areas (located in the 2020 MUSA) of the seven county metropolitan area.

• The I-94/Ridgeview Crossing Interchange is focused on safety and access management instead of capacity enhancements. For example, this segment of I-94 is frequently congested and it is a segment with significant crashes. The I-94/Brockton Lane Project will improve access (e.g., six mile gap), safety, and emergency response times.

It is also important to recognize the project is "shovel ready" and has undergone an extensive alternatives analysis and preliminary engineering. These past planning and design efforts have been funded through the 2010 – 2013 Metropolitan Council Transportation Improvement Plan (TIP). The proposed project also received a "negative declaration of need" for an Environmental Impact Statement (EIS) from the Minnesota Department of Transportation (MnDOT) in early 2013.

Following Section Required for All Principal and Minor Arterial Requests

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: The I-94/Ridgeview Crossing Interchange is a critical transportation project located in an area surrounded by significant economic opportunities, adjacent to one of the busiest freeways in the state. As this area continues to grow and develop (located in the 2020 MUSA), the Ridgeview Crossing will provide a safe connection between town centers (e.g., Dayton, Corcoran, Maple, Grove, and Rogers) in "developing" and "rural" areas of the seven county metropolitan area.

In essence, the I-94/Ridgeview Crossing Interchange is fulfilling an access need between theses town centers. As noted earlier, this need is in response to a six-mile gap between interchanges along the I-94 corridor.

Spacing: The closest access from the I-94/Ridgeview Crossing Interchange is located three miles to the north at TH 101, and three miles to the south at Maple Grove Parkway.

Management: Posted speeds along this route are expected to be maintained at 40 mph.

Regional Functional Classification Change Request Form

ID Number: *1330*

Date of Request: *11/16/15*

System Connections & Access Spacing: The planned "A" Minor Connector will connect two "A" Minor Expanders (e.g., CSAH 81 and CSAH 101) and a Principal Arterial (i.e. I-94). The I-94/Ridgeview Crossing Interchange and the Ridgeview Crossing roadway segment will also add benefit by enhancing the overall transportation network by increasing its reliability. For example, regional traffic (especially eastbound traffic from inaccessible areas of Rogers, Dayton, Corcoran and Maple Grove) is confined to local roadways without access to I-94. This traffic must either travel to the Highway 101 interchange in Rogers or along county and municipal roads throughout the region to access I-94. In that respect, the proposed "A" Minor Connector will improve regional system connections. The I-94/Ridgeview Crossing Interchange also meets MnDOT's Access Management Spacing Guidelines.

Trip Making Services: A large number of trips are relying on the local system to access I-94. As a result, vehicles and trucks are traveling greater distances on the arterial (e.g., CSAH 81, CSAH 101 and CSAH 116) and collector system to reach the TH 101 or Maple Grove Parkway interchange. The Ridgeview Crossing will accommodate shorter trips and reduce the longer trips occurring on the county and municipal roads trying to access I-94.

Mobility vs. Land Access: A primary goal for the I-94/Brockton Lane Project is to improve access to businesses and foster new development along the I-94 and CSAH 81 corridor. The proposed interchange will provide the opportunity for existing businesses to prosper, but also future businesses to locate in an area benefitting from regional access to I-94. Thus, the I-94/Ridgeview Crossing Interchange and the Ridgeview Crossing will balance mobility by elevating pressure off the county and municipal roads, while addressing a six-mile access gap to I-94.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

Regional Functional Classification Change Request Form

ID Number: *1330*

Date of Request: *11/16/15*

(from Table D-4 in TPP, http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx)

Use: The Ridgeview Crossing will connect two "A" Minor Expanders (i.e., CSAH 101 and CSAH 81), in addition to addressing the six-mile gap in access to a Principal Arterial (i.e., I-94)

Location: Located in developing areas within the 2020 MUSA.

Trip Length: 1.0 mile

Problem Addressed: Addresses the six-mile gap in access along the I-94 corridor and links town centers in the seven-county metropolitian area.

***(Optional)* Typical Characteristics:** Providing the following to support the request

Intersection Treatments: Future Folded Diamond at I-94/Ridgeview Crossing.

Present AADT: NA

Estimated Future AADT/Year: 50,200 AADT/2039

Source of Estimated AADT/Date: Future daily forecasts were developed using Met Council's Regional Travel Demand Model that was utilized for the I-94/Brockton Lane Preliminary Design Project and a 2015 TED Application. The future daily forecasts represent 2039. Year 2039 values were developed by extrapolating year 2030 volumes from the project.

Posted Speed: Posted speeds along CSAH 81 north and south of CSAH 101 is 55 mph. Posted speeds along CSAH 101 south of I-94 is 50 mph. Posted speeds along the proposed Ridgeview Crossing roadway segment are expected to be maintained at 40 mph.

---------- Required for All Requests ----------

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Dayton

Regional Functional Classification Change Request Form

ID Number: *1330*

Date of Request: *11/16/15*

Contact Person: Bob Derus
Phone: 763-712-3221 Fax:
Email: bderus@cityofdaytonmn.com
Address: 12260 South Diamond Lake Road
City: Dayton State: MN Zip: 55327

---------- ***Committee Staff ONLY***----------

Staff Recommendation:

Consent Approval: -------
Technical Correction: -------
Staff Recommendation: Approval with modifications
MnDOT Consent: YES ☐ NO ☐ Comments: MnDOT has reviewed request.
Comments on the action transmittal
Potential Issues:

Change Tracking:

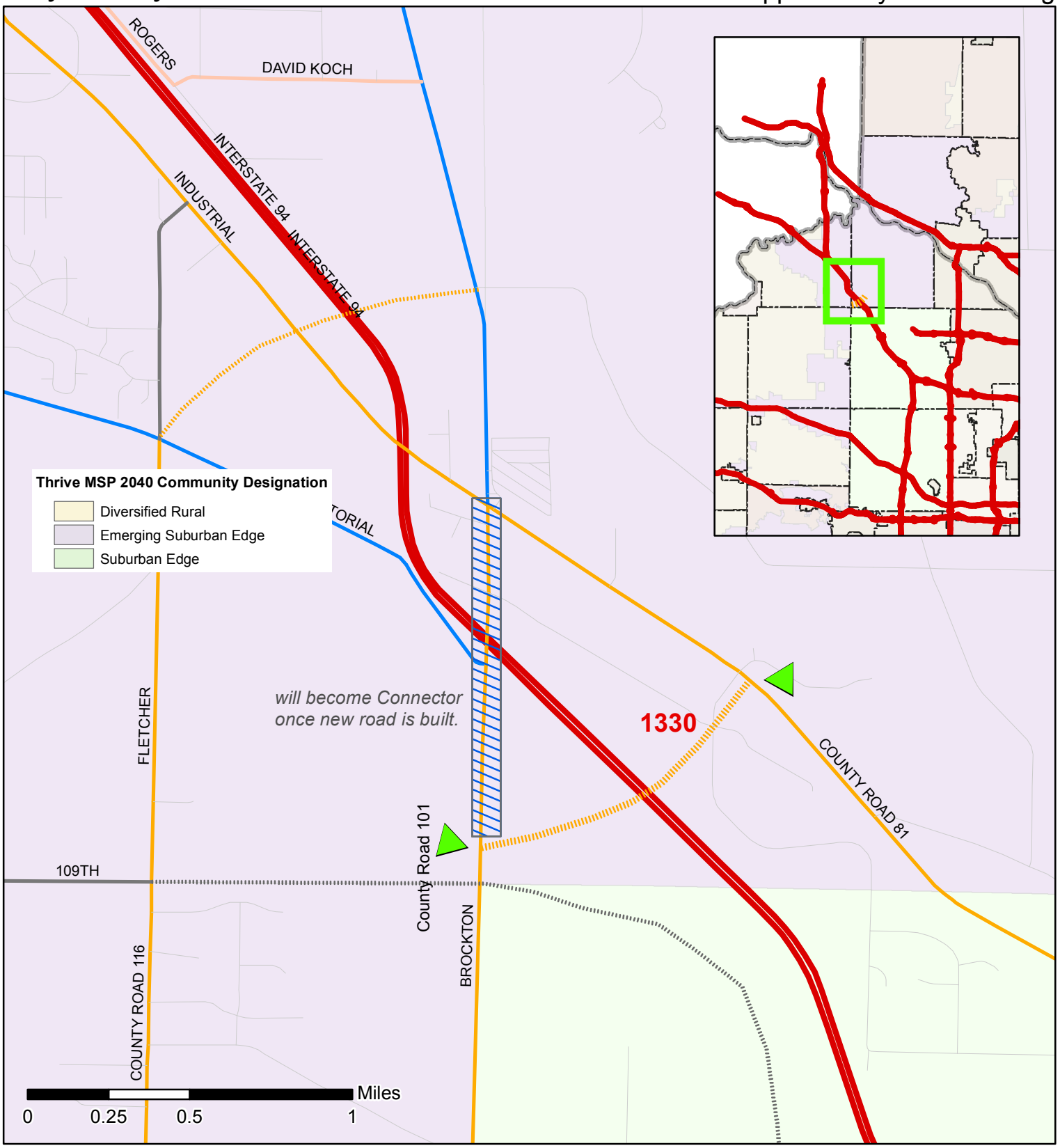
TAC Planning Record of Decision: Approve as Expander, Brockton becomes Connector when new road built. Date: 12-10-15
TAC Record of Decision: Date:
TAB Record of Decision (PA ONLY): Date:
Mn/DOT Notification: Date:

Geography Recorded: ------- *Date:*

Previous Action ID: *Date:*

Functional Class Roads Change Requests
City of Dayton

ID# 1330
as approved by TAC Planning



Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

N

City / Township Boundaries

Street Centerlines

County Boundaries

12-10-15

ACTION TRANSMITTAL No. 2016-01

DATE:	December 28, 2015
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	Scope Change Request for City of Minneapolis East-West Pedestrian Improvements
REQUESTED ACTION:	The City of Minneapolis requests a scope change to modify the scope of its Transportation Enhancement-funded East-West Pedestrian Improvements project (SP # 141-030-022) in 2016 to remove project elements.
RECOMMENDED MOTION:	TAC Funding & Programming Committee recommends approval of the request to modify the scope for the TE-funded East-West Pedestrian Improvements project (SP # 141-030-022) in 2016 to remove project elements, with a federal contribution of $875,317.

BACKGROUND AND PURPOSE OF ACTION: In the 2011 Regional Solicitation, The City of Minneapolis received $1,120,000 in Surface Transportation Enhancement (TE) funding for improvements on 7th Street South and 8th Street South from 1st Avenue North to Chicago Avenue and on 6th Street South and 9th Street South from 1st Avenue North to Second Avenue South for FY 2016. In March of 2015, the City was granted a scope change to eliminate improvements from several intersections and replace them with improvements at other intersections.

The City is requesting a scope change that would eliminate more intersection improvements. The reason for this is that the City has been awarded other funds for signal replacement projects and other intersection improvements. In order to eliminate duplication of work or removal of work very quickly after construction, the City is requesting a scope change to remove the below 11 intersections from this project:

- 6th St. S. and 1st Ave. N.
- 6th St. S. and Hennepin Ave.
- 6th St. S. and 3rd Ave. S.
- 6th St. S. and 4th Ave. S.
- 6th St. S. and Park Ave.
- 6th St. S. and Chicago Ave.
- 7th St. S. and 3rd Ave. S.
- 7th St. S. and 4th Ave. S.
- 7th St. S. and Portland Ave. S.
- 9th St. S. and 4th Ave. S.
- 9th St. S. and Chicago Ave.

Along with total removal of these intersections, individual elements would be removed from other intersections in the form of removal of pedestrian ramps from four intersections and countdown timers from two intersections. Table 1 shows the total number of intersections by element.

TABLE 1: Project History

	Original Application	March 2015 Scope Change	Proposed Scope Change
Total Intersections:	22 Intersections	8 removed 12 Added 26 Intersections	11 Removed 15 Intersections (9 from original app)
Countdown Timers	14 Intersections	18 Intersections	7 Intersections
Pedestrian Ramps	22 Intersections	19 Intersections	8 Intersections
Durable Crosswalk Markings	22 Intersections	26 Intersections	15 Intersections

The attached request shows that the City requested that the scope change be approved with no change to its federal funding amount. The March, 2015, scope change was approved by TAB with no change to the federal funding. At that time several intersections were added to the project and TAB viewed it as essentially a one-to-one replacement of previous project elements with new project elements. In this case, elements from the project are being removed. The budget provided by the City acknowledges that (see traffic control, striping, and traffic signal items in Table 2) but suggests an identical total budget due to increased amounts provided to the lighting and landscaping line items.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the regional solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

Because the TIP description and federal funding amount will change, a TIP amendment is needed and accompanies this request as a separate action item.

STAFF ANALYSIS: Staff review, which included sharing the proposed update with some of the scorers from the 2011 solicitation, examined whether the updated project would have scored well enough to be funded. While one scorer reported a minor change, there was no indication that the project, as proposed, would not have been funded in the original application cycle.

Regarding federal funding, as discussed above, the City submitted this request with no reduction in the federal funding amount. The attached budget (shown in the "Applicant-Proposed Cost" column on Table 2) proportionately reduced elements being removed (see rows 2, 3, and 7 in Table 2) but shifted that funding to lighting and landscaping (see rows 5 and 6). The attached maps show that lighting and landscaping will occur on the same stretches of roadway. Staff does not favor any increases in funding based on adding elements to the project or on inflation of existing elements. Staff therefore

suggests a total project budget based on lighting and landscaping left as is, the aforementioned project reductions, and proportionate reductions in mobilization, traffic control, and contingencies (see the "Staff Suggested Cost" column in Table 2).

Table 2 shows:

- Existing project budget ("March, 2015 Cost")
- Original scope change proposed budget ("Applicant- Proposed Cost")
- The original staff-suggested budget, which did not include the additional lighting and landscaping costs. ("Staff-Suggested Cost")
- Updated applicant proposal following removal of the additional landscaping amount. ("F&P - Approved Cost"). This budget was determined during the December 17, 2015 Funding & Programming meeting. See description under "Committee Comments and Action."

Table 2 Project Budget

Item	March, 2015 Cost	Applicant-Proposed Cost	Staff-Suggested Cost	F&P - Approved Cost
1. Mobilization (approx. 5% of total Cost)	$100,000	$100,000	$70,116[1]	**$100,000**
2. ADA Ped Curb Ramps	$600,000	$252,632	$252,632	**$252,632**
3. Traffic Control	$50,000	$50,000	$28,846[2]	**$50,000**
4. Striping – Durable Crosswalk Markings	$150,000	$86,539	$86,539	**$86,539**
5. Lighting	$350,000	$615,324	$350,000[3]	**$615,324**
6. Landscaping	$400,000	$606,616	$400,000[3]	**$400,000[3]**
7. Traffic Signals	$100,000	$38,889	$38,889	**$38,889**
8. Contingencies	$300,000	$300,000	$210,347[1]	**$300,000**
TOTAL	$2,050,000	$2,050,000	$1,437,369	**$1,843,384**
Federal Contribution	$1,120,000	$1,120,000	$785,294	**$875,317**
Federal Percentage	54.6%	54.6%	54.6%	**47.5%**
Local Contribution	$930,000	$930,000	$625,075	**$968,067**

[1] Mobilization and contingencies at same proportion of items 2-7 as in the March, 2015 budget.
[2] Adjusted to account for 15/26, i.e., the proportion of remaining intersections.
[3] No more funding provided to lighting or landscaping.

Staff suggests the federal award be based on its suggested total of $1,437,369. Because the original application, by TAB rule, was subject to a maximum of $1 million (adjusted to $1,120,000 for inflation) in federal funds, the amount of federal funding to provide the project is flexible. Options include:

1. Provide the full $1,120,000, as originally requested. This would be just under 80% of the staff-suggested total highlighted in Table 2 (i.e., it the local match would be just over the required 20%).
2. Maintain the federal proportion. The current project budget is $2,050,000. The federal contribution, $1,120,000, is 54.6%. From the staff-suggested budget, a 54.6% federal contribution would be $785,294.
3. Concur with the motion (see below)

COMMITTEE COMMENTS AND ACTION: At its December 17, 2015, meeting, the TAC Funding & Programming Committee unanimously recommended approval of the scope change request with a total budget of $1,843,384 and a federal contribution of $875,317.

These funding amounts were discussed during the meeting after the City of Minneapolis revised its request to eliminate the extra funding added to landscaping, $206,616. After

reporting the revised amounts, the City requested approval of the scope change with a federal funding amount of $875,317 contributing to a total budget of $1,843,384.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	12/17/2015
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

Minneapolis
City of Lakes

Public Works
350 S. Fifth St. - Room 203
Minneapolis, MN 55415
TEL 612.673.2352
www.minneapolismn.gov

November 16, 2015

Mr. Timothy Mayasich
Funding and Programming Chair
Metropolitan Council
390 Robert St. North
St Paul, MN 55101-1805

SUBJECT: DOWNTOWN EAST-WEST PEDESTRIAN IMPROVEMENTS
SCOPE CHANGE REQUEST
S.P. 141-030-022

Dear Mr. Mayasich:

The City was successful in the 2011 federal funding solicitation for Transportation Enhancement improvements for important east-west pedestrian routes within the downtown core of Minneapolis. The State Transportation Improvement Program (STIP) has $1,120,000 in federal funding (total project cost of $2,016,000) scheduled for improvements within the project area bounded by 1st Av N, Chicago Ave, 6th Street and 9th Street in fiscal year 2016. In January, 2015 the City applied for, and received approval for a scope change to modify the locations for the intersection improvements and the project boundaries to reflect other City or County projects being completed within the project area (see attached Figure 1). The total number of intersections increased from 22 to 26 with the January, 2015 Scope Change (see Table 1).

The purpose of this letter is to request a second scope change for consideration. The City had applied for, and received additional HSIP monies for signal replacement projects within the project area resulting in overlapping intersections between the various projects.

Although the original project description has changed since its submittal, the benefits have remained consistent with its original intent. Therefore, the City is requesting a scope change, in order to move forward with a modified project scope. Please consider this formal request from the City of Minneapolis for the change in scope of the Downtown East-West Pedestrian Improvements project for fiscal year 2016.

ORIGINAL PROJECT DESCRIPTION

In the 2011 Transportation Enhancements (TE) funding submittal, the project area encompasses a 10-block segment (approximately one-mile) of 7th Street S and 8th Street S, from approximately 1st Avenue N to Chicago Avenue, and 4-block segments of 6th Street S and 9th Street S, from approximately 1st Avenue N to 2nd Avenue S. In addition, the project includes one-block segment of 1st Avenue N from 8th Street S to 9th Street S.

The scope of the Downtown East-West Pedestrian Improvements project includes a range of pedestrian and streetscape improvements, such as corridor landscaping/greening, pedestrian level street lighting, pedestrian countdown timers, enhanced crosswalk markings, and ADA compliant pedestrian ramps, which will be installed throughout the project area. The overall objective of the Downtown East-West Pedestrian Improvements

project is to satisfy an unmet need for pedestrian safety improvements and streetscape amenities and enhance the east-west pedestrian network within the downtown core.

In January, 2015 a Scope Change request was submitted and approved which expanded the original project boundaries to include 6th St. and 9th St in order to include additional ADA intersections in the project. Additionally, a number of the original intersection locations were removed due to other projects addressing those needs, and new intersections added to the project on 6th and 9th streets. The total number of intersections based on this change was increased from 22 to 26 (see Table 1). The estimated cost of the project remained roughly the same as the original application due to cost adjustments from the original 2011 application.

REQUESTED CHANGE OF SCOPE

The City of Minneapolis Traffic Division had applied for and received HSIP funding for signal replacement projects on 7th St and 6th Street for FY 2017 and FY 2018 respectively. A complete signal project will typically impact all of the sidewalks at the corners due to the installation of new signal bases and Accessible Pedestrian Signals (APS) push button posts and associated conduits and wiring. These HSIP projects have created some overlap with the current intersections included within the Downtown East-West Pedestrian Improvements project. Because the Downtown East West Improvement Project is FY 2016 and on a timetable to be under construction in 2016, the concern is that the ramps would then be negatively impacted by the HSIP projects and essentially need to be reconstructed.

Additionally, the City has just awarded a project that will result in the intersections on 4th Ave being completely reconstructed including the curb ramps. These other projects will also include the installation of countdown timers and crosswalk markings at the intersections.

Based on these projects, the City of Minneapolis is proposing that the pedestrian ramps, countdown timers, and crosswalk markings, be removed from the Downtown East-West Pedestrian Improvements project currently scheduled in fiscal year 2016 for the following intersections:

- 6th St. S. and 1st Ave N.
- 6th St. S. and Hennepin Ave.
- 6th St. S. and 3rd Ave S.
- 6th St. S. and 4th Ave. S.
- 6th St. S. and Park Ave.
- 6th St. S. and Chicago Ave.
- 7th St. S. and 3rd Ave. S.
- 7th St. S. and 4th Ave. S.
- 7th St. S. and Portland Ave S.
- 9th St. S. and 4th Ave S.
- 9th St. S. and Chicago Ave.

The net impact of this request is to eliminate 11 of the 26 intersections from the project scope (see attached Figure 2). These intersections will still be improved, but will be funded through different projects. The proposed revisions to the project scope are illustrated in the attached map. The remaining project scope elements, such as the landscaping and pedestrian level lighting, are not changing. As summarized in Table 1, the number of countdown timer improvements (C) went from 18 to 7, a decrease of eleven locations. The number of ADA ramp improvements (R) went from 19 to 8, a decrease in eleven locations. The number of durable crosswalk markings (M) went from 26 to 15, a decrease in eleven locations.

Table 1 - Revised Intersection Safety and Accessibility Improvements

Intersection	Included in Original TE Application Project Scope	Scope Change Request - January 2015	Proposed Scope Change - November 2015
6th St. S. /1st Av	RM	RM	
6th St. S. /Hennepin	RM	RM	
6th St. S. /3rd Av		RCM	
6th St. S. /4th Av		RCM	
6th St. S. /5th Av		RCM	CM
6th St. S. /Portland		RCM	CM
6th St. S. / Park		CM	
6th St. S. /Chicago		CM	
7th St. S. /1st Av	RM	RM	RM
7th St. S. / Hennepin	RM	RM	RM
7th St. S. /3rd Av	RCM	RCM	
7th St. S. /4th Av	RCM	RCM	
7th St. S. /5th Av	RCM	RCM	CM
7th St. S. / Portland	RCM	CM	
7th St. S. / Park	RCM	CM	CM
7th St. S. / Chicago	RCM	RCM	CM
8th St. S. /1st Av	RM	RM	RM
8th St. S. / Hennepin	RM	RM	RM
8th St. S. / LaSalle	RCM		
8th St. S. /3rd Av	RCM		
8th St. S. /4th Av	RCM		
8th St. S. /5th Av	RCM		
8th St. S. / Portland	RCM		
8th St. S. / Park	RCM		
8th St. S. / Chicago	RCM		
9th St. S. /1st Av	RM	RM	RM
9th St. S. / Hennepin	RM	RM	RM
9th St. S. / LaSalle	RCM		
9th St. S. /3rd Av		RCM	RM
9th St. S. /4th Av		RCM	
9th St. S. /5th Av		RCM	RM
9th St. S. / Portland		CM	CM
9th St. S. /Park		CM	CM
9th St. S. / Chicago		CM	

C = Countdown Timers
R = Pedestrian Ramps
M = Durable Crosswalk Markings

Due to the change in scope and design of the Downtown East-West Improvements project, the attached funding table was adjusted to show the revised construction cost estimate. Based upon the revised construction cost estimate, the City is requesting that the total funding remain as previously allocated.

The change in scope for the Downtown East-West Pedestrian Improvements project, from that described in the original funding application, continues to respond to the transportation needs for the project area. In addition to the other County and City planned projects, the revised Downtown East-West Pedestrian Improvements project will enhance the east-west pedestrian network between 1st Avenue N, 6th Street S, Chicago Avenue and 9th Street S.

The modified scope and revised design for the Downtown East-West Pedestrian Improvements project continues to respond to the transportation needs identified, while modifying project elements where the benefits remain consistent with its original intent.

We look forward to discussing the revised project with you in more detail. If you have any questions, I can be reached at 612-673-2363 or by email at jeff.handeland@minneapolismn.gov.

Sincerely,

CITY OF MINNEAPOLIS

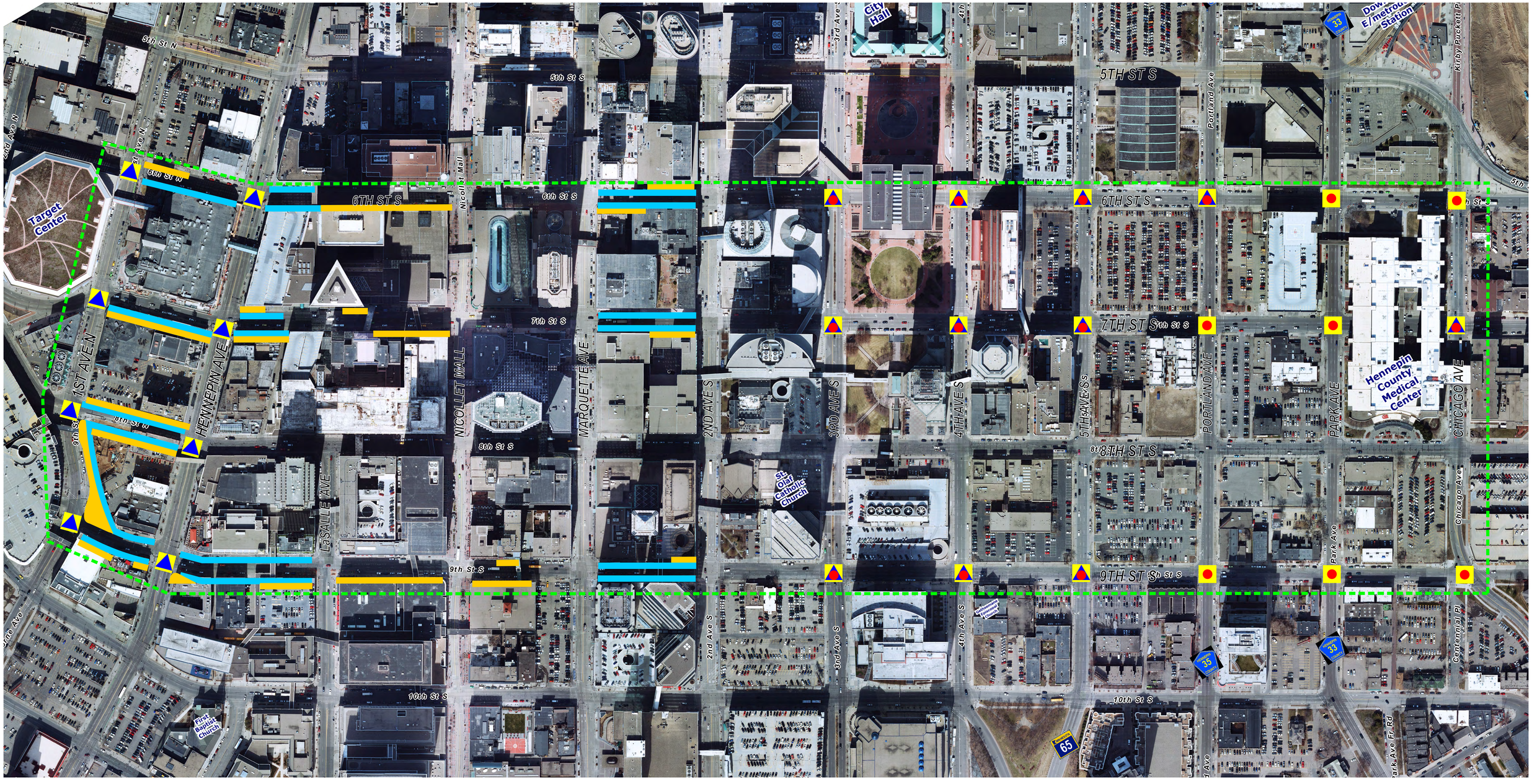
Jeff Handeland, PE
Principal Project Engineer

Attachments: Project Location Maps
Revised Cost Estimate

cc: Steven Hay, City of Minneapolis

PV072 - PEDESTRIAN IMPROVEMENT PROJECT - REVISED 12/14

May 22, 2013
October 22, 2013
October 27, 2014
November 25, 2014
December 18, 2014



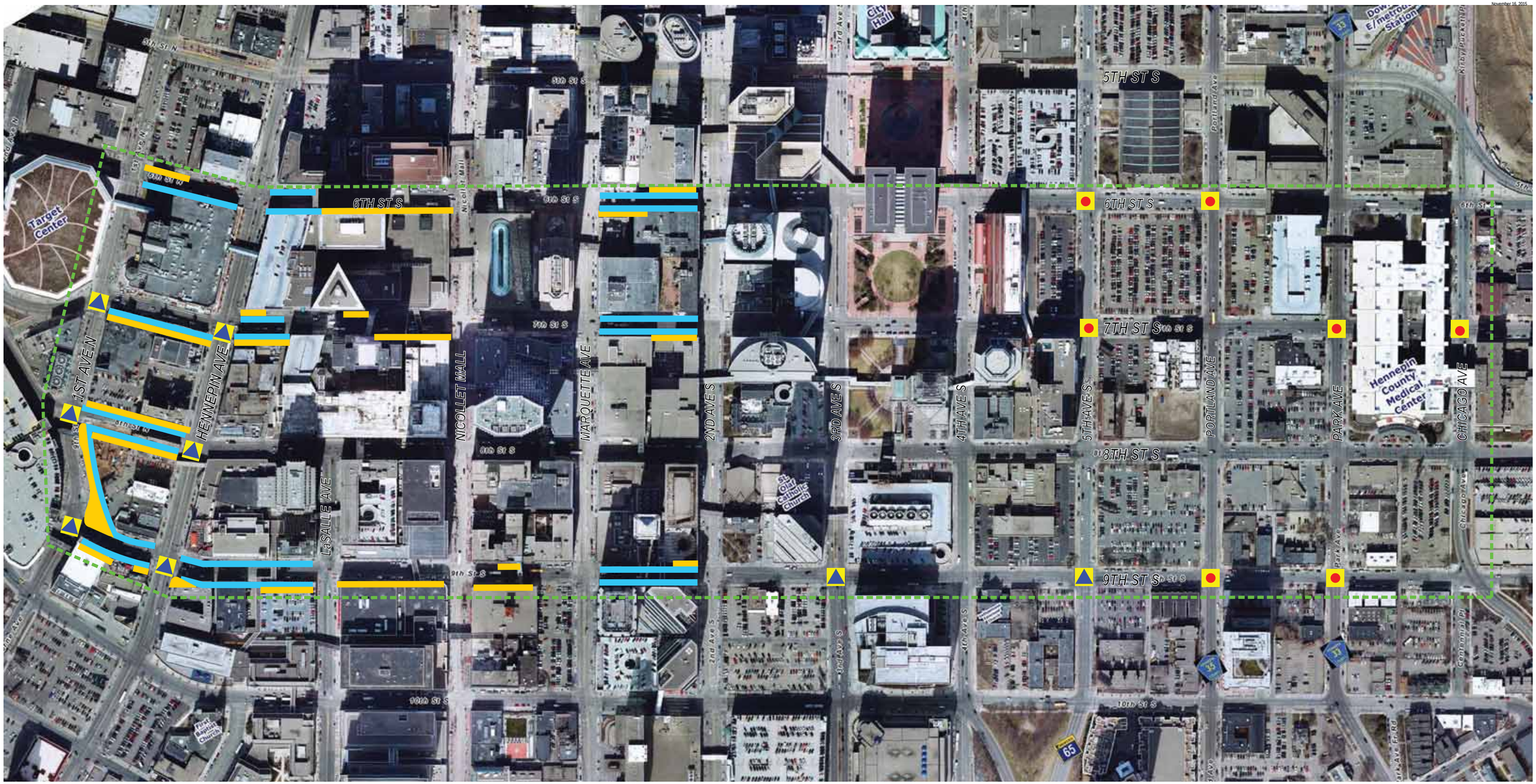
PEDESTRIAN IMPROVEMENT T.E. PROJECT

- POTENTIAL TREE/LANDSCAPING
- PROPOSED PEDESTRIAN LEVEL LIGHTING
- COUNTDOWN TIMERS
- NEW PEDESTRIAN RAMPS
- DURABLE CROSSWALK MARKINGS
- PROJECT BOUNDARY

PV072 - PEDESTRIAN IMPROVEMENT PROJECT - REVISED NOVEMBER 16, 2015

November 2015 Scope Change (Proposed)

May 22, 2013
October 22, 2013
October 27, 2014
November 25, 2014
December 18, 2014
November 10, 2015
November 16, 2015



PEDESTRIAN IMPROVEMENT T.E. PROJECT

- POTENTIAL TREE/LANDSCAPING
- PROPOSED PEDESTRIAN LEVEL LIGHTING
- COUNTDOWN TIMERS
- NEW PEDESTRIAN RAMPS
- DURABLE CROSSWALK MARKINGS
- PROJECT BOUNDARY

Project Elements and Estimate of Construction Costs – Revised 11/16/15

Based on the revised project elements (see attached tables) and current bid prices (2015) the estimate of construction costs have been revised as shown on the attached table. Based on the current concrete shortage, the ADA ramp unit price has gone up significantly since the costs in the 2011 application.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
☒	Mobilization (approx. 5% of total cost)	$100,000
☐	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)	$
☒	Pedestrian Curb Ramps (ADA)	$252,632
☐	Path/Trail Construction	$
☒	Traffic Control	$50,000
☒	Striping – durable crosswalk markings	$86,539
☐	Signing	$
☒	Lighting	$615,324
☒	Landscaping	$606,616
☐	Bridge	$
☐	Retaining Walls	$
☐	Noise Wall	$
☒	Traffic Signals	$38,889
☐	Wetland Mitigation	$
☐	Other Natural and Cultural Resource Protection	$
☐	RR Crossing	$
☐		$
☐		$
☐		$
☐		$
☐		$
☐		$
☒	Contingencies	$300,000
	TOTAL CONSTRUCTION COST	$2,050,000

ACTION TRANSMITTAL No. 2016-02

DATE:	December 28, 2015
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	2016-2019 TIP Amendment for the City of Minneapolis: East-West Pedestrian Improvements Scope Change
REQUESTED ACTION:	The City of Minneapolis requests an amendment to the 2016-2019 Transportation Improvement Program (TIP) to reduce the scope and amend the funding amounts for its East-West Pedestrian Improvements project (SP # 141-030-022).
RECOMMENDED MOTION:	TAC Funding & Programming Committee recommends adoption of an amendment into the 2016-2019 TIP to reduce the scope and amend the funding amounts for the East-West Pedestrian Improvements project (SP # 141-030-022).

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis wishes to change the scope of its Transportation Enhancement (TE)-funded Downtown East-West Pedestrian Improvements project (SP # 141-030-022) to eliminate all work from 11 intersections and partial work from six others. The reason for this is that the City has been awarded other funds for signal replacement projects and other intersection improvements. Reduction of the scope eliminates duplication of work and changes project funding amounts. Should the scope change request (Action Transmittal number 2016-01) be approved, a TIP amendment is necessary.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its December 17, 2015, meeting, the TAC Funding & Programming Committee unanimously recommended approval of the TIP amendment request with a total budget of $1,843,384 and a federal contribution of $875,317, which matches its recommendation for the scope change (2016-01).

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	12/17/2015
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Release	

Please amend the 2016-2019 Transportation Improvement Program (TIP) to modify this project in program year 2016. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

(Options 1 and 2)

SEQ #	STATE FISCAL YEAR	ATP	DIST	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
	2016	M	M	Ped/Bike	141-030-022	City of Minneapolis	~~6th St S, 7th St S and 9th St S from 1st Ave N to Chicago Ave and 8th St S from 1st Ave N to Hennepin Ave- Landscaping, pedestrian ramps, countdown timers, street lighting and durable crosswalk markings~~ 6th St S from 5th Ave N to Portland Ave, 7th St S from 1st Ave N to Chicago Ave, 8th St S from 1st Ave N to Hennepin Ave, and 9th St S from 1st Ave N to Park Ave -- Landscaping, pedestrian ramps, countdown timers, street lighting and durable crosswalk markings	-

(Option 1)

PROG	TYPE OF WORK	PROP FUNDS	TOTAL $	FHWA $	AC $	FTA $	TH $	OTHER $
	Bike / Ped	TAP	$2,050,000	$1,120,000	-	-	-	$930,000

(Option 2)

PROG	TYPE OF WORK	PROP FUNDS	TOTAL $	FHWA $	AC $	FTA $	TH $	OTHER $
	Bike / Ped	TAP	$2,050,000	~~$1,120,000~~ $785,294	-	-	-	~~$930,000~~ $1,264,706

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

   An amendment is needed due to a change in project scope for the Downtown East-West Pedestrian Improvements Project (SP # 141-030-022). The City of Minneapolis has received Highway Safety Improvement (HSIP) funding for signal replacement projects on 7th and 6th Streets for FY 2017 and 2018, respectively. These projects have created some overlap with some intersections included in the Downtown East-West Pedestrian Improvement Project. Because the project is programmed for FY 2016, the concern is that some elements would later be negatively impacted by the HSIP projects and essentially need to be reconstructed. Additionally, the City is undergoing a project that will result in reconstruction of intersections on 4th Avenue. The City is therefore proposing eliminating all work from 11 intersections and partial work from six others.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

   - New Money
   - Anticipated Advance Construction
   - ATP or MPO or MnDOT Adjustment by deferral of other projects
   - Earmark or HPP not affecting fiscal constraint
   - Other X

Cumulative federal and local funds are not changing for this project.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015 with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X
- N/A (not in a nonattainment or maintenance area

*Exempt from regional level analysis: AQ-2 (bicycle and pedestrian facilities)

INFORMATION ITEM

DATE: December 22, 2015

TO: Technical Advisory Committee

FROM: TAC Funding and Programming

PREPARED BY: Steve Peterson, Planning Analyst (651-602-1819)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)

SUBJECT: Regional Solicitation Funding by Roadway Functional Classification

BACKGROUND: At its December 16, 2015, meeting, TAB reviewed Action Item 2015-51 (attached), which provided three options for potentially changing the Regional Solicitation to fund a project in each of the A-minor classifications. Options considered included:

1. Guarantee that a minimum of one project will be funded in each of the four A-minor classifications. For the 2014 solicitation this would have entailed funding the 14th-ranked Roadway Reconstruction/Modernization project, "leap-frogging" five projects with higher scores.

2. Adjust the scoring of some of the measures so that the top performing project in each functional classification (Principal Arterial and the four A-minor classifications: Augmentor, Connector, Expander, and Reliever) receives the maximum score in these measures (e.g., heavy commercial traffic, person throughput, forecast traffic volume, and multimodal elements and connections). For the 2014 solicitation, this type of scoring would have resulted in one different Reconstruction/Modernization project being funded and four different Expansion projects being funded. The top A-Minor Connector project would have been much more competitive than before, but still would not have been funded.

3. Make no changes in the solicitation application with TAB making a decision after project applications have been received, scored, and ranked as to whether it will fund a project in each A-Minor classification.

The TAC recommendation as included in the Action Item recommended Option 2.

TAB COMMENTS AND ACTION: At its December 16, 2015, meeting, TAB discussed the three options contained in Action 2015-51 extensively and determined not to adopt the TAC recommendation for option 2. Instead TAB returned the Action Item to TAC Funding and Programming and TAC, requesting that the committees provide the technical pros and cons associated with each of the options.

TAC FUNDING AND PROGRAMMING DISCUSSION: At its December 17, 2015, meeting the Funding & Programming Committee gave general input to help staff develop the pros and cons list shown below. **The committee seemed to reach a consensus that they preferred a slight modification to Option 1. This option would read:**

"Guarantee that at least one A-Minor Connector will be funded." Connectors was the one functional class that was not funded in the previous Regional Solicitation. The committee stated that it could be funded either through scoring high enough based on its merits or if no Connectors scored above the funding line, then TAB would fund the highest-scoring Connector project to ensure that all parts of the system are funded. The committee recognized that if TAB adopted this recommendation, the recommended changes to the scoring guidance in Action Item 2015-52 for roadway measures 1B, 2A, 2B and 7A would not need to be adopted. Adjustment to the scoring of these measures will only be required if TAB adopts Option 2 under Action Item 2015-51.

The F&P committee was generally not in favor of Option 2 due to its potential indirect consequences that affect the ranking and selection of projects in the other A-Minor categories and the fact that it may not result in funding a Connector project in the end. The group did not come up with any additional technical changes to improve Option 2. Option 3 was not preferred because it would be no change from current practice and would likely result in applicants not wanting to invest the resources to submit an application for A-Minor Connectors if there was not a guarantee that at least one would be funded.

Pros & Cons of the Three Options:
Option 1: Guarantee that a minimum of one project will be funded in each of the four A-minor classifications.

- Pro: A guarantee of funding for one project will be an incentive for Connector applications to be submitted.
- Pro: Supportive of A-Minor Arterial Study recommendations to use A-Minor classification to direct federal funds.
- Pro: This approach is more transparent and objective than either changing the measures in Option 2 or making a decision at the end as with Option 3.
- Con: Skipping over higher ranked projects is inconsistent with the premise of the Regional Solicitation that the 'best" projects are funded.

Option 2: Adjust the scoring of some of the measures so that the top performing project in each functional classification receives the maximum score in selected measures.

- Pro: Supportive of A-Minor Arterial Study recommendations to use A-Minor classification to direct federal funds.
- Con: This option would have changed the order and selection of 5 projects in the 2014 Solicitation and still would have not funded a Connector project.
- Con: There is no guarantee that a Connector (or any other functional classification of project) will be selected.
- Con: This approach is less transparent because the policy decision to fund all functional classes is not overt, while this is incorporated into the scoring guidance.

Option 3: Make no changes. TAB can make the funding decision once all projects are scored.

- Pro: No changes are needed in the adopted Regional Solicitation Process.
- Pro: Provides TAB with the greatest flexibility in its decision-making and allows the decision to occur after technical project scoring.

- Con: Without a guarantee of funding, Connector project applications might not be submitted.
- Con: Skipping over higher ranked projects is inconsistent with the premise of the Regional Solicitation that the ‘best” projects are funded.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee	Review & Recommend	12/2/2015
Transportation Advisory Board	Review & Adopt	12/16/2015

ACTION TRANSMITTAL No. 2015-51

DATE:	December 16, 2015
TO:	Transportation Advisory Board
FROM:	Technical Advisory Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Planning Analyst (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	Regional Solicitation Funding by Roadway Functional Classification
REQUESTED ACTION:	Adjust the scoring of some measures to make all A-minor roadway classifications competitive in the 2016 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: Prior to 2014, roadway applications in the Regional Solicitation were divided by roadway functional classifications (Principal Arterial and the four A-minor classifications: Augmentor, Connector, Expander, and Reliever). This allowed same-classification roadways to compete with each other, resulting in funding for at least one project in each.

The 2014 Regional Solicitation rearranged roadway project applications into two new categories: Expansion and Reconstruction/Modernization. Within these categories, projects from all classifications competed against each other. Three of the four classifications were funded in the 2014 Regional Solicitation with no Connector projects being funded. Five Connector projects applied in the Roadway Reconstruction/Modernization category. Of 21 applications in that category, the five Connector projects ranked 14th, 18th, 19th, 20th, and 21st. The 2014 Regional Solicitation survey results indicated a desire to revisit the issue to consider whether all parts of the A-Minor system should be funded.

Options considered by TAC at its December 2 meeting:

1. Guarantee that a minimum of one project will be funded in each of the four A-minor classifications. For the 2014 solicitation this would have entailed funding the 14th-ranked Roadway Reconstruction/Modernization project, "leap-frogging" five projects with higher scores.
2. Adjust the scoring of some of the measures so that the top performing project in each functional classification (Principal Arterial and the four A-minor classifications: Augmentor, Connector, Expander, and Reliever) receives the maximum score in selected measures (e.g., forecast traffic volume). For the 2014 solicitation, this type of scoring would have resulted in one different Reconstruction/Modernization project being funded and four different Expansion projects being funded. The top A-Minor Connector project would have been much more competitive than before, but still would not have been funded.
3. Make no changes in the solicitation application with TAB making a decision after project applications have been received, scored, and ranked as to whether it will fund a project in each A-Minor classification.

TAC recommendation: Option 2 – Adjust some of the measures so that the top performing project in each functional classification receives the maximum score in selected measures. TAC felt that Option 1 could lead to discomfort if a project is funded ahead of better-scoring projects and that Option 3 would cause uncertainty among potential applicants regarding whether to submit Connector projects given uncertainty in funding. If TAB selects Option 2, then TAC Funding and Programming at its December 17 meeting and TAC at its January 6 meeting will discuss specific scoring options.

RELATIONSHIP TO REGIONAL POLICY: The Regional Solicitation is a key responsibility of the TAB. Through this process, federal funds can be directed to a variety of locally-initiated projects that address transportation needs and help implement regional transportation and development policies. The Regional Solicitation is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area.

COMMITTEE COMMENTS AND ACTION: At its December 2, 2015, meeting, TAC discussed this item extensively and did consider it to be a policy decision. Initially TAC discussed seeking guidance from TAB on which way to proceed, but at the end did vote on Option 2 and unanimously recommended adjusting some of the measures so that the top performing project in each functional classification receives the maximum score in selected measures.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee	Review & Recommend	12/2/2015
Transportation Advisory Board	Review & Adopt	

ACTION TRANSMITTAL 2016-03

DATE:	December 30, 2015
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Planning Analyst (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	2016 Regional Solicitation Application
REQUESTED ACTION:	Recommend the attached measures and scoring guidance for each application category for the 2016 Regional Solicitation
RECOMMENDED MOTION:	That TAC recommend to TAB the attached measures and scoring guidance, as modified, for each application category for the 2016 Regional Solicitation

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

The attached materials include the 10 application categories, criteria for each category (approved by TAB on December 16, 2015), proposed measures for the criteria, and proposed scoring guidance for the 2016 Regional Solicitation.

Many measures have undergone minor adjustments while some measures have major changes proposed as described below.

MAJOR CHANGES PROPOSED TO MEASURES

<u>Proposed Changes to Overall Measures</u>

- Insertion of the scoring guidance into each of the measure descriptions. In the 2014 Regional Solicitation the scoring guidance was provided as a separate document to assist scorers and was not included in the application packet. For the 2016 Regional Solicitation, it is recommended that the scoring guidance be included in the application packet to give applicants more information regarding how projects will be evaluated.

- Inclusion of a new Cost Effectiveness criterion in each application category, which requires elimination of cost effectiveness from other criteria and measures. Potential ways to determine cost effectiveness include:
  - o total project cost/total points (as previously suggested by staff and shown in the attachment);
  - o federal dollars requested/total points;
  - o percentage of local match provided; or
  - o some combination of the above measures

Recommended modification: Add as the Cost Effectiveness measure, Total federally eligible costs, excluding the cost of noise walls/total points.

The rationale for excluding noise walls in the total cost is that the determination on the need for noise walls is made late in project development following public input. An applicant including a noise wall in the cost estimate and later not needing it would be penalized in the points awarded. An applicant not including a noise wall in the estimate and later adding one in would have benefited with the points awarded.

Proposed Changes to Roadway Measures

- Replacement of the measure "connection to areas of jobs, manufacturing/distribution centers, and educational institutions" with "connection to total jobs, manufacturing/distribution jobs, and educational institutions" (measure 1C pages 16, 32, 48, and 61)

Recommended modification: Retain the connection to educational institutions (using school enrollment) in measure 1C as shown above.

- Consolidation and simplification of the Multimodal Facilities measures and addition of freight as a multimodal component (measure 7A/5A, pages 26, 43, 56, and 67)
- Adjustment of measures to help railroad crossing projects be more competitive within the Roadway Expansion and Roadway Reconstruction/Modernization categories. This includes accounting for delay caused by trains in the congestion reduction measure and calculating a separate safety score (measures 5A and 6A, pages 22, 24, 39, and 41)

There was committee discussion related to the use of Synchro for measuring delay at railroad crossings. Further modification may occur following additional staff research.

- Under the Risk Assessment criterion, the allocation of points among risk factors has changed due to the addition of a factor for interchange projects to provide points if the project has gone through the MnDOT/Metropolitan Council Interchange Request process
- Adjustment to the scoring of the following measures to help all A-minor arterial classifications be more competitive in the Roadway Expansion and Roadway Reconstruction/Modernization application categories:
  - o Measure 1B: Daily heavy commercial traffic (pages 15 and 31)
  - o Measure 2A: Current daily person throughput (pages 17 and 33)
  - o Measure 2B: Forecast average daily traffic (pages 17 and 33)

- Measure 7A: Multimodal facilities(pages 26 and 43)

There was committee discussion and consensus that the scoring remain the same with at least one A-minor connector funded. This is a modified Option 1.

If TAB adopts Options 1 or 3 under Action Item 2015-51 regarding the funding of A-minor classifications, no adjustments to the scoring of measures 1B, 2A, 2B and 7A above would occur. Adjustment to the scoring of these measures will only be required if TAB adopts Option 2 under Action Item 2015-51.

- For the Roadway Expansion application category only, addition of guidance for applying for new roadways under several measures including:
  - Measure 1B: Daily heavy commercial traffic (page 15)
  - Measure 2A: Current daily person throughput (page 17)
  - Measure 2B: Forecast average daily traffic, (page 17)
  - Measure 4A: Year of original construction (page 21)
  - Measure 5A: Vehicle delay reduction (page 22)
  - Measure 5B: Emissions reduction (page 23)
  - Measure 6A: Crash reduction (page 24)
- For the Roadway Reconstruction/Modernization application category only, addition of specific deficiencies for applicants to address under the Deficiencies measure (Measure 4B, page 37)

<u>Proposed Changes to Transit</u>

- Allow transit applicants to provide letters from employers or educational institutions committing to provide last-mile shuttle service, resulting in expanded transit stop geography (Measure 1A, pages 71 and 84)
- Replacement of average daily transit routes with number of weekday transit trips (Measure 1C, pages 72 and 85)
- Focusing the Transit Expansion Usage measure on new riders and the Transit System Modernization Usage measure on existing riders. (Measure 2A, pages 74 and 87)
- Consolidation and simplification of the Multimodal measures (Measure 5A, pages 79 and 91)

Recommended modification: Remove measure 1B from the Transit Expansion and Transit System Modernization applications because the measure includes population, which is also reflected in measure 2A. The change removes the double counting of population and makes the measures under criteria 1 and 2 similar to criteria 1 and 2 in the Roadway applications.

<u>Proposed Changes to Innovative Travel Demand Management Measures</u>

- Elimination of the auto-generated response measures provided by the mapping tool for connection to areas of job concentration, educational institutions, and manufacturing/distribution centers. The entire “Role in the Regional Transportation System” criterion is proposed to use one measure requiring the applicant to better explain how the project provides benefits to specific concentrated areas. (Measure 1A, page 98)
- Adjustment of the socio-economic equity measure to remove focus from the geographic concentrations from the auto-generated responses provided by the

mapping tool and requiring the applicant to better explain how the project provides benefits to specific concentrated areas. (Measure 3A, page 100)
- Combination of the Innovation criteria into one measure; new policy, program, or strategy had been in a separate measure from expanded geography (Measure 5A, page 104)
- Elimination of the requirement to fill out Risk Assessment form (Measure 6A (eliminated), page 105). Rationale: The Risk Assessment Form is used for capital projects. TDM projects typically are not capital projects and receive the full points for the measure.

Proposed Changes to Multiuse Trails and Bicycle Facilities Measures
- Combination of closing a gap and circumventing a barrier into one component (Measure 4A, page 113)
- Consolidation and simplification of the Multimodal measure (Measure 5A, page 116)

Proposed Changes to Pedestrian Facilities Measures
- Replacement of connection to areas of job concentration, educational institutions, and manufacturing/distribution centers with employment and post-secondary enrollment counts (Measure 1A, page 120)
- Elimination of employment from the Usage measure because it is included in Measure 1A (Measure 2A, page 121)
- Combination of closing a gap and circumventing a barrier into one measure (Measure 4A, page 124)
- Consolidation and simplification of the Multimodal measure (Measure 5A, page 126)

Proposed Changes to Safe Routes to School Measures
- Addition of public transit users to the count of students that bike or walk (Measure 2A, page 132), thereby eliminating the need for the separate Multimodal Facilities criteria and measures

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

COMMITTEE COMMENTS AND ACTION: Funding & Programming Committee reviewed the recommended changes to the application measures as prepared from previous committee discussions at the October and November Funding & Programming Committee meetings. F&P made recommendations on specific measures as described above and as follows:

- Recommend adding the Cost Effectiveness measure: Total federally eligible costs, not including the cost of noise walls/total points.

- Recommend adding back in connection to educational institutions (via school enrollment) in measure 1C as shown above.

- There was committee discussion and consensus that the scoring remain the same with at least one A-minor connector funded. This is a modified Option 1.

  If TAB approves Options 1, modified 1, or 3 for Action Item 2015-51, no adjustments to the scoring of the roadway expansion and modernization measures 1B, 2A, 2B and 7A will be necessary. If TAB adopts Option 2 under

Action Item 2015-51, to make all A-minor categories more competitive, the adjustment to the scoring of these measures will need to occur.

- Recommend removing measure 1B from the Transit Expansion and Transit System Modernization applications because the measure reflects population, which is also included in measure 2A.

Technical staff work on the railroad crossings measure will continue in order to determine whether there is a better way than using Synchro to measure number of seconds of delay reduced by the project.

A motion was made that TAC recommend to TAB the attached measures and scoring guidance, as modified, for each application category for the 2016 Regional Solicitation. The motion passed.

ROUTING

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

1. Assigning 16 additional points to the "Transit Connectivity" measure in Transit applications

- **APPLICATIONS:** Transit Expansion and Transit Modernization
- **DISCUSSION:** At its 12/17/2015 meeting, F&P recommended elimination of the population measure (1B) from the "Role in the Regional Transportation System and Economy" criterion. F&PC added 16 points to the Transit Connectivity measure. **These points need to be redistributed to the two bullets shown below under "response" to add up to 50 points.**

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

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

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

- Existing transit routes directly connected to the project: _____ (**24 Points**). Council staff will use this information to determine the average number of weekday trips.
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): ☐ (**10 Points**)

2. Addressing the Retention of Educational Institutions in the "Regional Economy"

- **APPLICATIONS:** Roadway Expansion, Roadway Reconstruction/Modernization, Roadway System Management, Bridges
- **ISSUE:** At its 12/17/2015 meeting, F&P recommended retention of "educational institutions" measure in the "Role in the Regional Transportation System and Economy" criterion, shown below. The previous recommendation weighted the responses for employment and manufacturing/distribution, providing two top scores. Retaining educational institutions (i.e., number of students) would create a third top score.
- **DISCUSSION:**
    - **Identify which students to count, i.e., secondary, post-secondary**
    - **In 2014 Solicitation, points were allocated as follows:**
        - **Job Concentration – 20 points**
        - **Manufacturing/distribution – 20 points**
        - **Educational institutions – 12 points.**

      New points allocation for students needs to be determined:
        - **Employment – up to 20 points**
        - **Manufacturing/distribution employment – up to 20 points**
        - **Students – up to ____ points**

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

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

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

- Existing Employment within 1 Mile:_____
- Existing Manufacturing/Distribution-Related Employment within 1 Mile:_____
- Existing Students:_____

SCORING GUIDANCE (30 Points)

All Census block groups that are included within or intersect the buffer area around the project will be included. The applicant with the highest employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*30 points or 13 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (20). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive (1,000/1,500)*30 points or 13 points.

Add in text for Students…

The scorer will assess if the applicant would score higher with the total employment part of the measure or the manufacturing/distribution employment part of the measure, and give the applicant the higher of the two scores out of a maximum of 30 points. Note: Due to the use of two sub-measures, two applicants will receive the full 30 points.

3. Applying equitable scoring for new roadways: Emission Reduction and Safety

- **APPLICATION:** Roadway Expansion
- **DISCUSSION:** Staff has been asked to find ways to make new roadways competitive.

DISCUSSION: (Measure 5B) Emission Reduction. For new roadways, the application instructs applicants to use intersection(s) with reduced emissions on parallel roadways. However, this does not address emissions created on the new roadway. The crash reduction benefit of attracting traffic off existing roads has to be balanced with the accidents that will occur on the new road due to shifting traffic and attracting additional trips.

MEASURE: Using the Synchro or HCM analysis (or fieldwork for railroad grade-separation projects) completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NO_X, VOC) due to the project. The applicant should include the appropriate Synchro or full HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions (only applies to projects that do not include railroad grade-separation elements). If more than one intersection is examined, then the emissions reduced by each intersection can be can added together to determine the total emissions reduced by the project. (50 Points)

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

- For new roadways, identify the key intersection(s) on any parallel roadway(s) that will experience reduced emissions as a result of traffic diverting to the new roadway. If more than one intersection is examined, then the emissions reduced by each intersection can be can added together.
- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions Reduced/Vehicle x Vehicles Per Hour

DISCUSSION: (Measure 6A) Safety. For new roadways, the application instructs applicants to use crash data from parallel roadways but does not acknowledge crashes created on the new roadway.

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

Roadway projects that do not include railroad grade-separation elements:
Calculate the reduction in the total number of crashes due to improvements on the A-Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F. Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2013 through 2015. Crash data should include all crash types and severity, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting

benefit associated with the project. As part of the response, please detail the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: http://www.cmfclearinghouse.org/

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

RESPONSE (Calculation):

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

4. Measuring railroad crossing emissions.

- **APPLICATIONS:** Roadway Expansion, Roadway Reconstruction/Modernization
- **DISCUSSION:** How to score emissions reduction for railroad crossing projects
- **POSSIBLE SOLUTION:** Below is potential additional language for railroad crossing emissions (Measure 5B, Air Quality)

Roadway projects that include railroad grade-separation elements:

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

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

F = Fuel consumption in gallons

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

RESPONSE (Calculation):

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

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

Automatically Provides Emissions Reduced:

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

5. Measuring railroad crossing delay

- **APPLICATIONS:** Roadway Expansion, Roadway Reconstruction/Modernization, Roadway System Management
- **DISCUSSION:** In response to momentum for helping make railroad crossing projects more competitive, staff suggested using Synchro to measure delay caused by railroad crossings. At the 12/17/2015 F&P meeting, members were split on whether Synchro can be used for this purpose
- **POSSIBLE SOLUTION:** The below measure is shown for 5A, Congestion Reduction. The bullet represents a potential roadway solution.

  MEASURE: Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro or HCM software for roadway intersections and fieldwork for rail crossings. The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds due to the project. If more than one intersection (or rail crossing) is examined, then the delay reduced by each intersection can be can added together to determine the total delay reduced by the project.

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

Roadway Expansion – Prioritizing Criteria and Measures

Definition: A roadway project that adds thru-lane capacity. Projects must be located on a non-Freeway Principal Arterial or A-Minor Arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map. However, A-Minor Connectors cannot be expanded with these federal funds per regional policy and must apply in the Reconstruction/Modernization sub-category.

Examples of Roadway Expansion Projects:

- New roadways
- Two-lane to four-lane, two-lane to three-lane, and four-lane to six-lane expansions
- New interchanges with or without associated frontage roads
- Expanded interchanges with either new ramp movements or added thru lanes
- New bridges and overpasses (includes roadway/railroad grade-separations)

Criteria and Measures
1. Role in the Regional Transportation System and Economy
Measure A - Role in Regional Transportation System
Measure B - Current daily heavy commercial traffic
Measure C - Connection to Total Jobs, ~~and~~ Manufacturing/Distribution Jobs, and Educational Institutions ~~and local activity Centers~~
2. Usage
Measure A - Current daily person throughput
Measure B - Forecast 2040 average daily traffic volume
3. Equity and Housing Performance
Measure A - Connection to disadvantaged populations and benefits, impacts, mitigation
Measure B - Housing Performance Score
4. Infrastructure Age
Measure A - Date of construction ~~and remaining useful life~~
5. Congestion Reduction/Air Quality
Measure A - ~~Cost effectiveness (project cost/v~~Vehicle delay reduced~~)~~
Measure B - ~~Cost effectiveness (project cost/~~Kg ~~per day~~of emissions reduced~~)~~
6. Safety
Measure A - ~~Cost effectiveness of~~ Crashes reduced
7. Multimodal ~~Facilities~~ Elements and Connections
~~Measure A – Ridership of transit routes directly/indirectly connected to project~~
~~Measure B – Bicycle and pedestrian connections~~
Measure ~~C~~ A - Transit, bicycle, ~~or~~ pedestrian, or freight elements of the project and existing connections
8. Risk Assessment
Measure A - Risk Assessment Form
9. Cost Effectiveness
Measure A – Cost effectiveness (~~federally~~TAB eligible cost, not including noise walls/total points awarded)

1. Role in the Regional Transportation System and Economy (175 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, serves heavy commercial traffic, and connects to employment and manufacturing/distribution-related employment.

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

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

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

RESPONSE (Calculation):

- *Metropolitan Council staff will calculate the response*

For Reliever Projects Only:

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

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

- If the Reliever is relieving a Principal Arterial that is a non-freeway facility, the applicant should obtain intersection turning movement or hourly volume data (within the last three years) directly from the MnDOT Metro Intersection Warrant Information website. If data is unavailable on the website, the applicant should collect or use their own intersection turning movement or hourly volume data (within the last three years) for the non-freeway facility. The volume used for the Principal Arterial being relieved should be located within the parallel length of the project. To calculate existing conditions, the applicant must obtain the hourly directional traffic volumes on a weekday, and the current lane configurations.

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

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

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

RESPONSE (Calculation):

SCORING GUIDANCE (~~90~~ 80 Points)
Expanders, Augmentors, and Non-Freeway Principal Arterials: The applicant with the furthest average distance from the closest parallel A-Minor Arterials or Principal Arterials on both sides will receive the full points. The furthest average distance will be considered separately for Expanders, Augmentors, and Non-Freeway Principal Arterials.

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

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

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

- For new roadways, using a traffic model, identify the estimated current daily heavy commercial traffic volume.

RESPONSE:

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

SCORING GUIDANCE (65 Points)
The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. ~~The highest daily heavy commercial traffic will be considered separately for Augmentors, Expanders, Relievers, and Non-Freeway Principal Arterials.~~

~~As a result, four projects (Augmentors, Expanders, Relievers, and Non-Freeway Principal Arterials) may receive the full points. Remaining projects in each of the four functional classifications will receive a proportionate share of the full points (awarded to the top score in its functional classification).~~ Remaining projects will receive a proportionate share of the full points. For example, if the application

being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive (750/1,000)*65 points, or 48 points.

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

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

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

- ~~Direct connection to or within a mile of a Job Concentration: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (20 Points)~~
- ~~Direct connection to or within a mile of an Educational Institution:☐ (12 Points)~~
- ~~Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan:☐ (12 8 Points)~~

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

- Existing Total Employment within 1 Mile: _____
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____

SCORING GUIDANCE (~~20~~ 30 Points)

All Census block groups that are included within or intersect the buffer area around the project will be included.

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

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

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

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

2. Usage (175 Points) – This criterion quantifies the project's potential mobility 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 last published MnDOT 50-series maps and existing transit routes that travel on the road. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (110 Points)

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

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

RESPONSE:

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

SCORING GUIDANCE (110 Points)

The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points ~~This measure will be considered separately for Augmentors, Expanders, Relievers, and Non-Freeway Principal Arterials.~~

~~As a result, four projects (Augmentors, Expanders, Relievers, and Non-Freeway Principal Arterials) may receive the full points. Remaining projects will receive a proportionate share of the full points (awarded to the top score in its functional classification).~~ For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project within the same functional classification had a daily person throughput of 1,500 vehicles, this applicant would receive (1,000/1,500)*110 points or 73 points.

B. *MEASURE:* Provide the forecast (2040) average daily traffic volume at the same location along the A-Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (65 Points)

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

RESPONSE:

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

OR

RESPONSE:

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

SCORING GUIDANCE (65 Points)

The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure~~.~~ ~~This measure will be considered separately for Augmentors, Expanders, Relievers, and Non-Freeway Principal Arterials.~~

~~As a result, four projects (Augmentors, Expanders, Relievers, and Non-Freeway Principal Arterials) may receive the full points. Remaining projects will receive a proportionate share of the full points.~~. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive (28,000/32,000)*65 points or 57 points.

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

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points)

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

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

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

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

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score (add hyperlink) for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives

to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

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

SCORING GUIDANCE (70 Points)

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

Note: Metropolitan Council staff will score this measure.

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

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

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

4. Infrastructure Age (75 Points) – This criterion will assess the age of the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility, whereas, improvements to a recently reconstructed roadway does not display as efficient use of funds.

A. *MEASURE:* Identify the year of the roadway's original construction or most recent reconstruction. If the reconstruction date is used for the roadway, a full reconstruction must have been completed during the indicated year. Routine maintenance, such as an overlay or a sealcoating project does not constitute a reconstruction and should not be used to determine the infrastructure age.

- For new roadways, identify the average age of the parallel roadways from which traffic will be diverted to the new roadway.

RESPONSE:

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

SCORING GUIDANCE (75 Points)

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

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

5. Congestion Reduction/Air Quality (150 Points) – This criterion measures the project's ability to reduce intersection delay and emissions during peak hour conditions.

A. *MEASURE:* Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection (or rail crossing) can be can added together to determine the total delay reduced by the project. (100 Points)

- For new roadways, identify the key intersection(s) on any parallel roadway(s) that will experience reduced delay as a result of traffic diverting to the new roadway. If more than one intersection is examined, then the delay reduced by each intersection can be can added together.
- For roadway projects that include a railroad crossing, the Synchro analysis should be adapted to account for the delay caused by the railroad tracks being blocked.

The applicant should include the appropriate Synchro or HCM full reports (including the Timing Page Report) that support the improvement in total peak hour delay and should conduct the analysis using the following:

- Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals)
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios.

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (100 Points)
The applicant with the most peak hour vehicle delay reduced by the project improvement will receive

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

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

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

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

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

RESPONSE (Calculation):

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

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

6. Safety (150 Points) – This criterion addresses the project's ability to correct deficiencies and improve the overall safety of an existing or future roadway facility. It will assess the project's monetized safety benefits.

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

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

Calculate the reduction in the total number of crashes due to improvements on the A-Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2013 through 2015. Crash data should include all crash types and severity, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project. As part of the response, please detail the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: http://www.cmfclearinghouse.org/

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

RESPONSE (Calculation):

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

Roadway projects that include railroad grade-separation elements:

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

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (150 Points)

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

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

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

7. Multimodal ~~Facilities~~ Elements and Connections (100 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, and addresses the safe integration of these modes. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects.

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

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

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

SCORING GUIDANCE (100 Points)

The project with the most comprehensive multimodal elements included as part of the project will receive the full points. ~~This measure will be considered separately for Augmentors, Expanders, Relievers, and Non-Freeway Principal Arterials. As a result, four projects (Augmentors, Expanders, Relievers, and Non-Freeway Principal Arterials) may receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.~~ The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

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

8. Risk Assessment (~~75~~ 100 Points) – This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (~~75~~ 100 Points)
The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*~~75~~ 100 points or ~~43~~ 57 points.

9. Cost Effectiveness (~~TBD~~ 100 Points) – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria. ~~Calculations must be based on the total project cost of TAB-eligible expenses. Any eligible dollars allocated to noise walls should be excluded from this measure because of the uncertainty of needing them at this stage of the project development cycle.~~

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

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

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

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

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

TOTAL: ~~TBD~~ 1,100 POINTS

Roadway Reconstruction/Modernization – Prioritizing Criteria and Measures

Definition: A roadway project that does not add thru-lane capacity, but reconstructs or modernizes the facility. Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-Freeway Principal Arterial or A-Minor Arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map.

Examples of Roadway Reconstruction/Modernization Projects:

- Intersection improvements (includes roadway/RR grade-separations that do not add thru lanes)
- Alternative intersections such as unsignalized or signalized reduced conflict intersections (one intersection or multiple intersections)
- Interchange reconstructions that do not involve new ramp movements or added thru lanes
- Turn lanes (not continuous), four-lane to three-lane reconstructions, roundabouts, addition or replacement of traffic signals
- Shoulder improvements, strengthening a non-10-ton roadway
- Raised medians, frontage roads, access modifications, or other access management improvements
- Roadway improvements with the addition of multimodal elements
- New roadway alignments that replace an existing alignment and do not expand the number of lanes

Criteria and Measures
1. Role in the Regional Transportation System and Economy
Measure A - Average distance to nearest parallel roadways~~Role in Regional Transportation System~~
Measure B - Current daily heavy commercial traffic
Measure C - Connection to Total Jobs, Manufacturing/Distribution Jobs, and Educational Institutions
2. Usage
Measure A - Current daily person throughput
Measure B - Forecast 2040 average daily traffic volume
3. Equity and Housing Performance
Measure A - Connection to disadvantaged populations and project's benefits
Measure B - Housing Performance Score
4. Infrastructure Age/Condition
Measure A - Date of construction
Measure B – Geometric, structural, or infrastructure deficiencies
5. Congestion Reduction/Air Quality
Measure A - ~~Cost effectiveness (project cost/v~~Vehicle delay reduced~~)~~
Measure B - ~~Cost effectiveness (project cost/kg~~ Kg of emissions ~~-~~reduced~~)~~
6. Safety
Measure A - ~~Cost effectiveness (project cost/~~Crashes reduced~~)~~
7. Multimodal ~~Facilities~~ Elements and Connections
~~Measure A – Ridership of transit routes directly/indirectly connected project~~
~~Measure B – Bicycle and pedestrian connections~~
Measure ~~C~~ A - Transit, bicycle, ~~or~~ pedestrian, or freight elements of project and existing connections
8. Risk Assessment
Measure A - Risk Assessment Form

9. Cost Effectiveness	
	Measure A – Cost effectiveness (~~federally~~TAB-~~-~~eligible cost, not including noise walls/total points awarded)

1. Role in the Regional Transportation System and Economy (175 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, serves heavy commercial traffic, and connects to employment and manufacturing/distribution-related employment.

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

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

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

For Reliever Projects Only:

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

- If the Reliever is relieving a Principal Arterial that is a freeway facility, the applicant should obtain data from the current MnDOT Metro Freeway Congestion Report.
- If the Reliever is relieving a Principal Arterial that is a non-freeway facility, the applicant should obtain intersection turning movement or hourly volume data (within the last three years) directly from the MnDOT Metro Intersection Warrant Information website. If data is unavailable on the website, the applicant should collect or use their own intersection turning movement or hourly volume data (within the last three years) for the non-freeway facility. The volume used for the Principal Arterial being relieved should be located within the parallel length of the project. To calculate existing conditions, the applicant must obtain the hourly directional traffic volumes on a weekday, and the current lane configurations.

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

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

- Expressway through lane - 800 vehicles per hour;
- Arterial through lane - 600 vehicles per hour;
- Left-turn lane - 300 vehicles per hour;

- Right-turn lane - 200 vehicles per hour;
- Dedicated bike lane or joint use trail - 60 vehicles per hour.

RESPONSE (Calculation):

SCORING GUIDANCE (~~90~~ 80 Points)
Expanders, Augmentors, Connectors, and Non-Freeway Principal Arterials: The applicant with the furthest average distance from the closest parallel A-Minor Arterials or Principal Arterials on both sides will receive the full points. The furthest average distance will be considered separately for Expanders, Augmentors, Connectors, and Non-Freeway Principal Arterials.

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

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

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

RESPONSE:

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

SCORING GUIDANCE (65 Points)
The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportionate share of the full points. ~~The highest daily heavy commercial traffic will be considered separately for each functional classification.~~

~~As a result, five projects may receive the full points. Remaining projects in each of the five functional classifications will receive a proportionate share of the full points (in the same functional classification).~~ Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive (750/1,000)*65 points, or 48 points.

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

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

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

- ~~Direct connection to or within a mile of a Job Concentration: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (20 Points)~~
- ~~Direct connection to or within a mile of an Educational Institution:☐ (12 Points)~~
- ~~Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan:☐ (12 Points)~~

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

- Existing Employment within 1 Mile: _____
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____

SCORING GUIDANCE (~~20~~ 30 Points)
All Census block groups that are included within or intersect the buffer area around the project will be included.

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

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (20). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive (1,000/1,500)*30 points or 13 points.

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

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

2. Usage (175 Points) – This criterion quantifies the project's potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial.

A. *MEASURE:* Metropolitan Council staff will calculate the current daily person throughput at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (110 Points)

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

RESPONSE:

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

SCORING GUIDANCE (110 Points)
The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points~~This measure will be considered separately for each functional classification.~~

~~As a result, five projects may receive the full points. Remaining projects will receive a proportionate share of the full points (awarded to the top score in its functional classification)~~. For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project within the same functional classification had a daily person throughput of 1,500 vehicles, this applicant would receive (1,000/1,500)*110 points or 73 points.

B. *MEASURE:* Provide the forecast (2040) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (65 Points)

RESPONSE:

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

OR

RESPONSE:

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

SCORING GUIDANCE (65 Points)

The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points~~This measure will be considered separately for each functional classification.~~

~~As a result, five projects may receive the full points. Remaining projects will receive a proportionate share of the full points~~. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive (28,000/32,000)*65 points or 57 points.

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

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points)

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

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

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

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

SCORING GUIDANCE (30 Points)

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate

affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

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

SCORING GUIDANCE (70 Points)

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

Note: Metropolitan Council staff will score this measure.

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

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

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

4. Infrastructure Age (150 Points) – This criterion will assess the age and remaining useful life for the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility. Whereas, improvements to a recently reconstructed roadway does not display an efficient use of funds.

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

RESPONSE:

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

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

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

B. *MEASURE:* Select the geometric, structural, or infrastructure deficiencies listed below that will be improved as part of this project, as reflected in the project cost estimate. (100 Points)

RESPONSE (Select all that apply. If "other" is selected, please identify the proposed improvement.):

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

SCORING GUIDANCE (100 Points)

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

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

5. Congestion Reduction/Air Quality (75 Points) – This criterion measures the project's ability to reduce delay–along the roadway facility. It will also address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. This criterion will assess the project's cost effectiveness based on the total project cost and reduction in the total intersection delay. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

A. *MEASURE:* Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro or HCM software. The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds due to the project. If more than one intersection (or rail crossing) is examined, then the delay reduced by each intersection can be can added together to determine the total delay reduced by the project. (50 Points)
    - For roadway projects that include a railroad crossing, the Synchro analysis should be adapted to account for the delay caused by the railroad tracks being blocked.

   The applicant should include the appropriate Synchro or HCM full reports (including the Timing Page Report) that support the improvement in total peak hour delay and should conduct the analysis using the following:

   - Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
   - Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals)
   - Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
   - Roadway lengths for intersection approaches must be the same length for before and after scenarios.

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

   RESPONSE (Calculation):

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

SCORING GUIDANCE (~~50~~ 45 Points)
The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive (5,000/25,000)*45 points, or 9 points.

B. *MEASURE:* Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NO_X, VOC) due to the project. The applicant should include the appropriate Synchro or full HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be can added together to determine the total emissions reduced by the project. (25 Points)

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

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (~~25~~ 30 Points)
The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*30 points or 18 points.

6. Safety (150 Points) – This criterion addresses the project's ability to correct deficiencies and improve the overall safety of an existing or roadway facility. It will assess the project's monetized safety benefits.

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

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

Calculate the reduction in the total number of crashes due to improvements on the A-Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2013 through 2015. Crash data should include all crash types and severity, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project. As part of the response, please detail the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: http://www.cmfclearinghouse.org/

RESPONSE (Calculation):

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

Roadway projects that include railroad grade-separation elements:

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

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (150 Points)

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

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

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

7. Multimodal ~~Facilities~~ Elements and Connections (~~100~~ 75 Points) - This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, and addresses the safe integration of these modes. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects.

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

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

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

SCORING GUIDANCE (75 Points)

The project with the most comprehensive multimodal elements included as part of the project will receive the full points. ~~This measure will be considered separately for all roadway classifications. As a result, five projects may receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.~~ The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

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

8. Risk Assessment (~~75~~ 100 Points) – This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (100 Points)

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

9. Cost Effectiveness (~~TBD~~ 100 Points) – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria. ~~Calculations must be based on the total project cost of TAB-eligible expenses. Any eligible dollars allocated to noise walls should be excluded from this measure because of the uncertainty of needing them at this stage of the project development cycle.~~

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

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

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

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

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

TOTAL: ~~TBD~~ 1,100 POINTS

Roadway System Management – Prioritizing Criteria and Measures

Definition: An Intelligent Transportation System (ITS) or similar project that primarily benefits roadway users. Roadway System Management projects can include project elements along a continuous route (could be more than one roadway) or defined geographic area such as a downtown area. The system management project must make improvements to at least one A-Minor Arterial or non-Freeway Principal Arterial as part of the project. Projects that are more transit-focused must apply in the Transit System Modernization sub-category.

Examples of Roadway System Management Projects:

- Traffic signal retiming, integrated corridor signal coordination, traffic signal control system upgrades
- New or replacement traffic mgmt centers, detectors, fiber optic cables for traffic control, etc., CCTV cameras, variable message signs, and other traveler information improvements
- Incident management coordination

Criteria and Measures
1. Role in the Regional Transportation System and Economy
Measure A - Role in Regional Transportation System
Measure B - Current daily heavy commercial traffic
Measure C - Connection to Total Jobs and ~~-~~ Manufacturing/Distribution Jobs, and Educational Institutions
2. Usage
Measure A - Current daily person throughput
Measure B - Forecast 2030 average daily traffic volume
3. Equity and Housing Performance
Measure A - Connection to disadvantaged populations and project's benefits
Measure B - Housing Performance Score
4. Infrastructure Age/Condition
Measure A - Date of construction and remaining useful life
5. Congestion Reduction/Air Quality
Measure A - ~~Cost effectiveness per v~~Vehicle delay reduced
Measure B - ~~Cost effectiveness (project cost /~~ Kg ~~per day~~ of emissions reduced
6. Safety
Measure A - Crashes reduced
7. Multimodal ~~Facilities~~ Elements and Connections
~~Measure A – Ridership of transit routes directly/indirectly connected project~~
~~Measure B – Bicycle and pedestrian connections~~
Measure C - Transit, bicycle, ~~or~~ pedestrian, or freight elements of the project and existing connections
8. Risk Assessment
Measure A- Risk Assessment Form
9. Cost Effectiveness
Measure A – Cost effectiveness (~~federally~~TAB~~-~~ eligible cost, not including noise walls/total points awarded)

1. Role in the Regional Transportation System and Economy (125 Points) – Tying regional policy (Thrive MSP 2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, serves heavy commercial traffic, and connects to employment and manufacturing/distribution-related employment.

A. *MEASURE:* Address how the project fulfills its role in the regional transportation system as identified by its current functional classification. This system must include a Non-Freeway Principal Arterial or an "A" Minor Arterial. (55 Points)

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

RESPONSE (Calculation):

- *Metropolitan Council staff will calculate the response*

SCORING GUIDANCE (~~65~~ 55 Points)

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

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

RESPONSE:

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

SCORING GUIDANCE (40 Points)

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

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

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

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

- ~~Direct connection to or within a mile of a Job Concentration: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of a Manufacturing/Distribution Location: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of an Educational Institution: ☐ (12 Points)~~
- ~~Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan: ☐ (12 Points)~~

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

- Existing Total Employment within 1 Mile: _____
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____

SCORING GUIDANCE (~~20~~ 30 Points)

All Census block groups that are included within or intersect the buffer area around the project will be included.

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

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

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

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

2. Usage (125 Points) – This criterion quantifies the project's potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements.

A. *MEASURE:* Metropolitan Council staff will calculate the current daily person throughput at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (85 Points)

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

RESPONSE:

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

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

B. *MEASURE:* Provide the forecast (2040) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. It is required that an actual daily count is collected or available data from within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires. (40 Points)

RESPONSE:

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

OR

RESPONSE:

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

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

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

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points)

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

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

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

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

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate

affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

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

SCORING GUIDANCE (70 Points)

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

Note: Metropolitan Council staff will score this measure.

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

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

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

4. Infrastructure Age (75 Points) – This criterion will assess the age of the infrastructure elements being improved. Roadway system management investments should focus on improving and replacing existing equipment that is beyond its useful life.

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

RESPONSE:

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

SCORING GUIDANCE (75 Points)

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

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

Equipment Useful Life Values

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

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

A. *MEASURE:* Conduct a capacity analysis at one or more of the intersections being improved by the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro or HCM software. The applicant must show the current total peak hour delay at one or more intersections and the reduction in total peak hour intersection delay at these intersections, in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection can be added together to determine the total delay reduced by the project. (150 Points)

The applicant should include the appropriate Synchro or HCM full reports (including the Timing Page Report) that support the improvement in total peak hour delay and should conduct the analysis using the following:

- Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals). For signal retiming projects, use the existing signal timing for the no-build.
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing.
- Roadway lengths for intersection approaches must be the same length for before and after scenarios.

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (150 Points)

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

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

Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be can added together to determine the total emissions reduced by the project. (50 Points)

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (50 Points)

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

6. Safety (200 Points) – This criterion addresses the project's ability to correct deficiencies and improve the overall safety of an existing or roadway facility. It will assess the project's monetized safety benefits.

A. *MEASURE:* Calculate the reduction in the total number of crashes due to improvements on the A-Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2013 through 2015. Crash data should include all crash types and severity, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project. As part of the response, please detail the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: http://www.cmfclearinghouse.org/

RESPONSE (Calculation):

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

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

7. Multimodal ~~Facilities~~ Elements and Connections (~~100~~ 75 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, and addresses the safe integration of these modes. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects.

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

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

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

SCORING GUIDANCE (~~50~~ 75 Points)

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

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

8. Risk Assessment (~~75~~ 100 Points) – This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (75 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*~~75~~ 100 points or ~~43~~ 57 points.

9. Cost Effectiveness (~~TBD~~ 100 Points) – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria. ~~Calculations must be based on the total project cost of TAB-eligible expenses. Any eligible dollars allocated to noise walls should be excluded from this measure because of the uncertainty of needing them at this stage of the project development cycle.~~

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

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

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

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

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

TOTAL: ~~TBD~~ 1,100 POINTS

Bridge Rehabilitation/Replacement – Prioritizing Criteria and Measures

Definition: A bridge rehabilitation or replacement project located on a non-Freeway Principal Arterial or A-Minor Arterial functionally-classified roadway, consistent with the latest TAB-approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans as part of one application. The bridge must carry vehicular traffic, but may also include accommodations for other modes. Bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are not eligible for funding. Completely new bridges, interchanges, or overpasses should apply in the Roadway Expansion sub-category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet with a sufficiency rating less than 80 and classified as structurally deficient or functionally obsolete.
- Bridge replacement of 20 or more feet with a sufficiency rating less than 50 and classified as structurally deficient or functionally obsolete.

Criteria and Measures
1. Role in the Regional Transportation System and Economy
Measure A - Average distance to nearest parallel bridges~~Role in Regional Transportation System~~
Measure B - Current daily heavy commercial traffic
Measure C - Connection to total jobs ~~Concentrations~~, Manufacturing/Distribution Jobs ~~Locations~~, and Educational Institutions~~, and local activity centers~~
2. Usage
Measure A - Current daily person throughput
Measure B - Forecast 2040 average daily traffic volume
3. Equity and Housing Performance
Measure A - Connection to disadvantaged pop. and benefits, impacts, mitigation
Measure B - Housing Performance Score
4. Infrastructure Condition
Measure A – ~~Date of construction & remaining useful life~~Bridge sufficiency rating
Measure B – ~~Geometric, structural or infrastructure deficiencies~~Load-posting
5. Multimodal ~~Facilities~~ Elements and Connections
Measure A - Transit, bicycle, pedestrian, or freight elements of the project and existing connections~~Ridership of transit routes directly/indirectly connected project~~
~~Measure B – Bicycle and pedestrian connections~~
~~Measure C – Transit, bicycle, or pedestrian elements of the project~~
6. Risk Assessment
Measure A - Risk Assessment Form
~~**7. Total Project Cost Effectiveness**~~
~~Measure A – Cost effectiveness (total project cost/total points awarded)~~
7. Cost Effectiveness
Measure A – Cost effectiveness (~~federally~~TAB-eligible cost, not including noise walls/total points awarded)

1. Role in the Regional Transportation System and Economy (~~125~~ 195 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, serves heavy commercial traffic, and connects to employment and manufacturing/distribution-related employment.

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

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

RESPONSE (Calculation):

- *Metropolitan Council staff will calculate the response*

SCORING GUIDANCE (~~65~~ 115 Points)
The applicant with the furthest average distance from the closest parallel A-Minor Arterial or Principal Arterial bridge on both sides will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the project being scored had a distance of 8 miles and the top project was had an average distance of 10 miles, this applicant would receive (8/10)*115 points or 92 points. Metropolitan Council staff will provide average distance data for all projects to ensure consistency of methodology between applications.

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

RESPONSE:

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

SCORING GUIDANCE (~~40~~ 50 Points)
The applicant with the highest daily heavy commercial traffic at a location along the bridge will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive (750/1,000)*50 points, or 38

points.

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

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

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

- ~~Direct connection to or within a mile of a Job Concentration: ☐ (20 Points)~~
- ~~Direct connection to or within a mile of a Manufacturing/Distribution Location:☐ (20 Points)~~
- ~~Direct connection to or within a mile of an Educational Institution:☐ (12 Points)~~
- ~~Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan:☐ (12~~ 8 ~~Points)~~

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

- Existing Total Employment within 1 Mile: _____
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____

SCORING GUIDANCE (~~20~~ 30Points)

All Census block groups that are included within or intersect the buffer area around the project will be included.

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

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

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

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

2. Usage (~~125~~ 130 Points) – This criterion quantifies the project's potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial.

A. *MEASURE:* Metropolitan Council staff will calculate the current daily person throughput at one location on the "A" Minor Arterial or Non-Freeway Principal Arterial bridge using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length or nearest count location and provide the current AADT volume from the MnDOT 50-series maps. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (100 Points)

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

RESPONSE:

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

SCORING GUIDANCE (~~95~~ 100Points)
The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project within the same functional classification had a daily person throughput of 1,500 vehicles, this applicant would receive (1,000/1,500)*100 points or 67 points.

B. *MEASURE:* Provide the forecast (2040) average daily traffic volume at the same location on the "A" Minor Arterial or Non-Freeway Principal Arterial bridge, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (30 Points)

RESPONSE:

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

OR

RESPONSE:

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

SCORING GUIDANCE (30 Points)

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

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

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points)

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

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

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

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

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded

based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

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

SCORING GUIDANCE (70 Points)

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

Note: Metropolitan Council staff will score this measure.

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

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

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

4. Infrastructure Condition (400 Points) – This criterion will assess condition of the bridge facility being improved. Bridge improvement investments should focus on the higher needs of unsafe facilities. If there are two separate spans, then the applicant should take the average bridge sufficiency rating of the two spans.

A. *MEASURE:* Identify the bridge sufficiency rating from the most recent market structure inventory report. (300 Points)

RESPONSE:

- Bridge Sufficiency Rating: ____ (0 to 100)

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

B. *MEASURE:* Identify whether the bridge is posted for load restrictions. (100 Points)

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

- Load-Posted: ☐ (100 points)

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

5. Multimodal ~~Facilities~~ Elements and Connections (~~100~~ 75 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, and addresses the safe integration of these modes. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects.

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

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

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

SCORING GUIDANCE (~~50~~ 75 Points)

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

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

6. Risk Assessment (~~75~~ 100 Points) – This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (~~75~~ 100 Points)
The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*~~75~~ 100 points or ~~43~~57 points.

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

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

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

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

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

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

TOTAL: ~~TBD~~ 1,100 POINTS

Transit Expansion – Prioritizing Criteria and Measures

Definition: A transit project that provides new or expanded transit service/facilities. Routine facility maintenance and upkeep is not eligible. If a project has both transit expansion and transit system modernization elements, it should apply in the application category that requires the majority of the project costs.

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Transit shelters, centers, stations, and platforms for new or expanded service along a route
- Park-and-ride facilities

Criteria and Measures
1. Role in the Regional Transportation System and Economy
Measure A - Connection to Jobs, Manufacturing/Distribution Locations, and Educational Institutions and local activity centers
~~Measure B - Existing population within 0.25 mile (bus stop) or 0.5 mile (transitway)~~
Measure C - Average~~Ridership of transit routes~~ number of weekday transit trips directly connected to the project
2. Usage
Measure A - ~~Cost effectiveness of project per rider~~New annual riders
~~Measure B - Cost effectiveness of project per new rider~~
~~Measure C - Service (operating) cost effectiveness of project per new rider~~
3. Equity and Housing Performance
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation
Measure B - Housing Performance Score
4. Emissions Reduction
Measure A - Total emissions reduced
~~Measure B - Cost effectiveness (project cost/kg of emissions reduced)~~
5. Multimodal ~~Facilities~~ Elements and Connections
Measure A - Bicycle and pedestrian elements and existing connections
~~Measure B - Multimodal elements of the project~~
6. Risk Assessment
Measure A - Risk Assessment Form
Sub-Total
7. Cost Effectiveness
Measure A – Cost effectiveness (~~federally~~TAB–eligible cost ~~, not including noise walls~~/total points awarded)

1. Role in the Regional Transportation System and Economy (100 Points) - Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the regional significance of the project, including the project's connections to jobs, Educational Institutions (as defined in Thrive MSP 2040), population centers, and the project's ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

A. *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing employment will be measured by summing the employment located in the census blocks that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include "last mile" service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (33 Points)

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

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

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

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

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

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

SCORING GUIDANCE (~~33~~ 50 Points)
The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive (1,000/1,500)*~~33~~ 50 points or 33~~22~~ points. Using the Metropolitan Council model, all census blocks that are included within or intersect the buffer area around the project.

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

~~B. *MEASURE:* Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population within 1/4 mile of the project's bus stops, within 1/2 mile of the project's transitway stations. Existing population will be measured by summing the population located in the Census block group that intersect these buffers. (33 Points)~~

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

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

- ~~Existing Population:_____~~

~~SCORING GUIDANCE (33 Points)~~
~~The applicant with the highest population will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 people within 1/4 mile and the top project had 1,500 people, this applicant would receive (1,000/1,500)*33 points or 22 points.~~

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

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

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

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

- Existing transit routes directly connected to the project: _____ (24 Points) Council staff will use this information to determine the average number of weekday trips.
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): ☐ (10 Points)

SCORING GUIDANCE (34 Points)
The applicant with route connections having the highest number of weekday trips will receive the full points (as shown above). Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive (100/150)*34 points or 16 points.

Any project with a connection to a planned transitway station should be awarded 10 points.

After each of the above scores are tabulated the top total score will be adjusted to 34 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 34. A project that scored 19 points would be awarded (19/28)*34, or 23 points.

2. Usage (350 Points) – This criterion quantifies the project's impact by estimating the new annual transit ridership of the project.

A. *MEASURE:* This measure will calculate the project's new riders. Based on the service type, estimate and provide the new annual transit ridership that is produced by the new project in the third year of service.

Select the service type and provide the annual transit ridership, based on the methodology listed below

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

- Use the 2020 forecast from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan (Appendix B) to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the census block groups in the express bus route market area. If possible, the applicant will use the ridership figures provided for an existing or planned facility.

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

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

For Transitways Projects Only:

- Use most recent forecast data to estimate ridership for the third year of service. Forecast data for the transitway must be derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted. Describe the methodology and assumptions used to estimate annual ridership.

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

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

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2040 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per service hour of at least three peer routes to apply a rate of ridership for

the proposed service project. Additionally, describe how a peer route was selected in the response and any assumptions used.

RESPONSE:

- Service Type:____
- New Annual Ridership:_____
- Assumptions Used (Limit 2,800 characters; approximately 400 words):_____
- Describe how Urban and Suburban Local Route(s) was selected (Limit 2,800 characters; approximately 400 words):_____

SCORING GUIDANCE (350 Points)

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

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

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

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

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation of impacts for low-income populations; people of color; children, people with disabilities, and the elderly. A project's service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (130 Points)

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

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

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

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

SCORING GUIDANCE (130 Points)

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project's stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates. If the project has stops in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project's stops are located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

4. Emissions Reduction (200 Points) – This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, $PM_{2.5}$, and VOC emissions. Applications for transit operating, vehicle or capital funds must calculate the benefit for the third year of service.

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

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

Emissions Factors

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

RESPONSE (Total reduced emissions will automatically calculate):

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

SCORING GUIDANCE (200 Points)

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

6. Risk Assessment (50 Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment. The Risk Assessment only needs to be completed for construction projects. All other projects do not need to complete this form. Projects that only involve transit operating assistance will receive all possible points under this criterion if the project meets funding requirements.

Facility Projects:

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

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (50 Points)

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

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

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

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

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

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

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

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

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project:_____

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

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

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

TOTAL: ~~TBD~~ 1,100 POINTS

Transit System Modernization – Prioritizing Criteria and Measures

Definition: A transit project that makes existing transit more attractive to existing and future riders by offering faster travel times between destinations, improving the customer experience, or reducing operating costs for the transit provider. The project must be able to reduce emissions through a reduction in single-occupant vehicle trips, vehicle-miles traveled, emissions from capital improvements, idling time, an increase in speeds, or other means. Routine facility maintenance and upkeep is not eligible. Projects associated with new or expanded service/facilities such as the purchase of new buses should apply in the Transit Expansion sub-category. If a project has both transit expansion and transit system modernization elements, then the project should apply in the application category that requires the majority of the project costs.

Examples of Transit System Modernization Projects:

- Improved boarding areas, lighting, and passenger waiting facilities, real-time signage
- Heated facilities or weather protection; safety and security equipment
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- ITS measures that improve reliability and the customer experience
- Improved fare collection systems
- Multiple eligible improvements along a route

Criteria and Measures
1. Role in the Regional Transportation System and Economy
Measure A - Connection to Jobs and~~, Manufacturing/Distribution,~~ Educational Institutions
~~Measure B – Existing population within 0.25 mile (bus stop) 0.5 mile (transitway)~~
Measure C - ~~Ridership of transit routes~~Weekday transit trips directly connected to project
2. Usage
Measure A - ~~Cost effectiveness of project per total rider~~Total existing annual riders
~~Measure B – Service (operating) cost effectiveness of project per new rider~~
3. Equity and Housing Performance
Measure A - Connection to disadvantaged populations and project's benefits
Measure B - Housing Performance Score
4. Emissions Reduction
Measure A – Description of emissions reduced
5. Service and Customer Improvements
Measure A - Percent reduction in passenger travel time
Measure B - Percent reduction in operating & maintenance costs
Measure C - Project improvements for transit users
6. Multimodal ~~Facilities~~ Elements and Connections
Measure A - Bicycle and pedestrian facilities and existing connections
~~Measure B – Multimodal elements of the project~~
7. Risk Assessment
Measure A - Risk Assessment Form
8. Cost Effectiveness
Measure A – Cost effectiveness (~~federally~~TAB-eligible cost ~~, not including noise walls~~/total points awarded)

November 4, 2015

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the regional significance of the project, including the project's connections to jobs, Educational Institutions (as defined in Thrive MSP 2040), population centers, and the project's ability to provide regional transit system connections (measured through the annual transit ridership of connecting transit routes).

A. *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing employment will be measured by summing the employment located in the census block groups that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include "last mile" service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (33 Points)

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

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

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

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

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

RESPONSE (Limit 700 characters; approximately 100 words):

SCORING GUIDANCE (33 Points)

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

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

~~B.~~ *MEASURE:* ~~Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population within 1/4 mile of the project's bus stops, within 1/2 mile of the project's transitway stations Existing population will be measured by summing the population located in the census block groups that intersect these buffers. (33 Points)~~

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

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

- ~~Existing Population :_____~~

~~SCORING GUIDANCE (33 Points)~~
~~The applicant with the highest population will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 people within 1/4 mile and the top project had 1,500 people, this applicant would receive (1,000/1,500)*33 points or 22 points.~~

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

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

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

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

- Existing transit routes directly connected to the project: _____ (24 Points). Council staff will use this information to determine the average number of weekday trips.
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): : ☐ (10 Points)

SCORING GUIDANCE (34 Points)
The applicant with route connections having the highest number of weekday trips will receive the full points (as shown above). Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive (100/150)*24 points or 16 points.

Any project with a connection to a planned transitway station should be awarded 10 points.

After each of the above scores are tabulated the top total score will be adjusted to 34 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 34. A project that scored 19 points would be awarded (19/28)*34, or 23 points.

2. Usage (300 points) - This criterion quantifies the project's impact based on how many riders the improvement(s) will impact, i.e., ~~total (existing + new)~~ existing riders.

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

RESPONSE:

- Existing Transit Routes on the Project:_____

SCORING GUIDANCE (300 Points)

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

3. Equity and Housing Performance (150 Points) -- This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. A project's service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (80 Points)

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

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

- Project's service directly connects to Racially Concentrated Area of Poverty: ☐ (0 to 80 Points)
- Project's service directly connects to Concentrated Area of Poverty: ☐ (0 to 64 Points)
- Project's service directly connects to census tracts that are above the regional average for population in poverty or population of color: ☐ (0 to 48 Points)
- Project's service does not directly connect to one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project service area in lower concentrations, or children, people with disabilities, or the elderly are included in the project service area: ☐ (0 to 32 Points)

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

SCORING GUIDANCE (80 Points)

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project's stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates. If the project has stops in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project's stops are located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

4. Emissions Reduction (100 Points) - This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, $PM_{2.5}$, and VOC emissions. Projects can include improvements to rolling stock, increases in travel speed, facility modernization, and systemwide upgrades that reduce congestion and improve energy efficiency.

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

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

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

Emissions Factors

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

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

SCORING GUIDANCE (100 Points)

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

5. Service and Customer Improvements (150 Points) - Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will operate more efficiently as a result of this project. An improvement that makes transit more attractive to future and existing riders is offering faster travel times between destinations. Additionally, the modernization of a transit facility should present a savings in operating costs for the transit provider. Projects can also offer improvements to facilities that offer a better customer experience, and attract riders to transit facilities.

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

RESPONSE (Percent reduction will be automatically calculated)

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

Description of how proposed travel time reduction was determined (Limit 2,800 characters; approximately 400 words):

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

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

RESPONSE (Percent reduction will be automatically calculated):

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

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

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

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

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

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

SCORING GUIDANCE (37 Points)

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

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

7. Risk Assessment (100 Points) –This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (100 Points)

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

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

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

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

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

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

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

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

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project:_____

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

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

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

TOTAL: ~~TBD~~ 1,100 POINTS

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

Definition: An innovative project that reduces the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

Criteria and Measures
1. Role in the Regional Transportation System and Economy
~~Measure A - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers~~
Measure B ~~–~~ – Ability to capitalize on ~~E~~existing regional transportation facilities and resources
2. Usage
Measure A - ~~Cost effectiveness of project per user~~Users
3. Equity and Housing Performance
Measure A - Connection and project's benefits, impacts, and mitigation
Measure B - Housing Performance Score
4. Congestion Reduction/Air Quality
Measure A - Congested roadways in project area
Measure B - Emissions reduced
5. Innovation
Measure A - Project innovations or new geographic area
~~Measure B - New geographic area~~
6. Risk Assessment
Measure A - Technical capacity of applicant's organization
Measure B - Continuation of project after initial federal funds are expended
~~Measure C - Risk Assessment Form~~
7. Cost Effectiveness
Measure A – Cost effectiveness (~~federally~~TAB-~~-~~eligible cost ~~, not including noise walls~~/total points awarded)

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the existing regional transportation resources that can be capitalized on as part this project.

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

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

SCORING GUIDANCE (100 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. The applicant with the top score will receive full points. Remaining projects will receive a share of the full points.

2. Usage (100 Points) – This criterion quantifies the project's impact by estimating the number of direct users of the TDM.

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

RESPONSE (Cost Effectiveness will be automatically calculated):

- Average Weekday Users:_____

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

SCORING GUIDANCE (100 Points)

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

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

3. Equity and Housing Performance (150 Points) -- This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* ~~Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map.~~ Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. ~~Geographic proximity alone is not sufficient to receive the full points listed below.~~ In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. As part of the response, reference the "Socio-Econ" map generated at the beginning of the application process to identify if the project is located in Racially Concentrated Area of Poverty, Concentrated Area of Poverty, or census tracts above the regional average in poverty or populations of color. (80 Points)

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

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

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

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

SCORING GUIDANCE (80 Points)

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on an average score of the jurisdictions. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (105 Points)

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

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

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

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

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

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

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

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

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

RESPONSE (Emissions reduction will be automatically calculated):
- Number of One-Way Commute Trips Reduced:_____
- Average Commute Trip Length (Default 12.1):_____

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

SCORING GUIDANCE (200 Points)
The applicant with the greatest reduction in emissions will receive the full points. Remaining projects

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

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

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

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

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

SCORING GUIDANCE (100 Points)

The applicant will receive the full points shown for each of innovation categories based on the quality of the response. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points.

- Project introduces a new policy, program, or creative strategy: Up to 200 Points or
- Project expands the geographic scope of an existing project, serves or engages a new group of people, or significantly enhances an existing program: Up to 100 Points

6. Risk Assessment (50 Points) - This criterion measures the technical capacity of the applicant and their long-term strategy to sustain their proposed projects beyond the initial funding period.

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

RESPONSE (200 words or less):

SCORING GUIDANCE (~~20~~ 25 Points)
The applicant will receive a maximum of the points listed below, based on the quality of their response (200 words or less). Highest scoring projects will be led by agencies with staff expertise in TDM, experience in the field, and adequate resources to deliver the project in a timely manner. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 15 points and the application being scored had 10, this applicant would receive (10/15)*25 points or 17 points.

- Organization has experience implementing similar projects: Up to 10 Points, plus
- Organization has adequate resources to implement the project in a timely manner: Up to 15 Points

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

RESPONSE (Check one):

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

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

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

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

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

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

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

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

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

TOTAL: ~~TBD~~ 1,100 POINTS

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

Definition: A project that benefits bicyclists (or bicyclists and other non-motorized users). All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve both a transportation purpose and a recreational purpose. Multiuse trail bridges or underpasses should apply in this sub-category instead of the Pedestrian Facilities sub-category given the nature of the users and the higher maximum award amount.

Examples of Multiuse Trail and Bicycle Facility Projects:

- Multiuse trails
- Trail bridges/underpasses
- On-street bike lanes
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

Criteria and Measures
1. Role in the Regional Transportation System and Economy
Measure A - Identify location of project relative to Regional Bicycle Transportation Network
2. Potential Usage
Measure A – ~~Measure A - Cost effectiveness per population and employment~~ Existing population and employment within 1 mile
3. Equity and Housing Performance
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation
Measure B - Housing Performance Score
4. Deficiencies and Safety
Measure A – Gaps closed/barriers removed, and/or continuity between jurisdictions improved by the project
Measure B - Deficiencies corrected or safety problem addressed
5. Multimodal ~~Facilities~~ Elements and Connections
~~Measure A - Ridership of transit routes directly and indirectly connected to project~~
~~Measure B – Pedestrian Connections~~
Measure ~~C~~ A - Transit or pedestrian elements of the project~~, or~~ and existing connections
6. Risk Assessment/Public Engagement
Measure A - Risk Assessment Form
7. Cost Effectiveness
Measure A – Cost effectiveness (~~federally~~TAB~~-~~eligible cost~~, not including noise walls~~/total points awarded)

1. Role in the Regional Transportation System and Economy (200 Points) - This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy through its inclusion within or direct connection to the Regional Bicycle Transportation Network (RBTN), as established in the 2040 Transportation Policy Plan (2015).

A. *MEASURE:* Reference the "RBTN Evaluation" map generated at the beginning of the application process. Draw the proposed trail on the map.

Upload the "RBTN Evaluation" map used for this measure.

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

- Tier 1, Priority RBTN Corridor (200 Points)
- Tier 1 RBTN Alignment (200 points)
- Tier 2, RBTN Corridor (175 Points)
- Tier 2, RBTN Alignment (175 Points)
- Direct connection to an RBTN Tier 1 corridor or alignment: (150 Points)
- Direct connection to an RBTN Tier 2 Corridor or Alignment (125 Points)

OR

- Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city, or regional parks implementing agency plan (50 Points)

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

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

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

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

- Tier 1 projects with 50% or more of the project's length within and along a Tier 1 corridor or alignment will receive 200 points.
- Tier 2 projects with 50% or more of the project's length within and along a Tier 2 corridor or

alignment will receive 175 points.

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

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

2. Potential Usage (200 Points) - This criterion quantifies the project's potential usage based on the existing population and employment adjacent to the project. Metropolitan Council staff will calculate the potential usage of the project using the Metropolitan Council model.

A. *MEASURE:* Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population and employment within one mile, as depicted on the "Population Summary" map.

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

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

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

SCORING GUIDANCE (200 Points)

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

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

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

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

3. Equity and Housing Performance (120 Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points)

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

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

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 50 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 30 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 20 Points)

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

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential

development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

4. Deficiencies and Safety (250 Points) – This criterion addresses the project's ability to overcome barriers or network gaps through the completion of Critical Bicycle Transportation Links, as defined in the 2040 TPP. **Critical Bicycle Transportation Links** encompass several types of barriers that can disrupt the connectivity of the Regional Bicycle Transportation Network (RBTN) and isolate communities from key destinations. In addition to providing critical links, projects will be scored on their ability to correct deficiencies and improve the overall safety/security of an existing facility, or expand safe biking opportunities with a future multiuse trail or bicycle facility.

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

A. *MEASURE:* Discuss how the project will close a gap, cross or circumvent a physical barrier, and/or improve continuity or connections between jurisdictions. The applicant should include a description of barriers and gap improvements for the project. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed limit, etc.) and how the proposed project will improve travel across or around that barrier. The description should include the distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

RESPONSE (Check all that apply):

- **Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier** ☐ (0-90 Points)**:**
  Gap improvements can be on or off the RBTN and may include the following:
  - Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;
  - Improving bikeability to better serve all ability and experience levels by:
    - Providing a safer, more protected on-street facility;
    - Improving crossings at busy intersections (signals, signage, pavement markings); OR
    - Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.

  Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

- **Improves continuity and/or connections between jurisdictions** (on or off the RBTN) including extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability/convenience for all bicyclists: ☐ (0-10 Points)

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

SCORING GUIDANCE (90 Points)

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

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

B. *MEASURE:* Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g., crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for 2011-2015. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. (150 Points)

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

SCORING GUIDANCE (150 Points)

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

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportional share between 101 and 150 points (i.e., a project that reduces one-half of the crashes

of the top project would receive 125 points): 101 to 150 Points

- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 100 points while other projects will receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points

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

A. *MEASURE:* Discuss any transit or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and pedestrian accommodations. Furthermore, address how the proposed bikeway project safely integrates all modes of transportation (i.e., bicyclists, transit, pedestrians, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project.

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

SCORING GUIDANCE (100 Points)

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

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

6. Risk Assessment (130 Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (130 Points)

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

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

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

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

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

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

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

TOTAL: ~~TBD~~ 1,100 POINTS

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

Definition: A project that primarily benefits pedestrians as opposed to multiple types of non-motorized users. Most non-motorized projects should apply in the Multiuse Trail and Bicycle Facilities sub-category. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multiuse trail bridges or underpasses should apply in the Multiuse Trail and Bicycle Facilities sub-category instead of this sub-category given the nature of the users and the higher maximum awards.

Examples of Pedestrian Facility Projects:

- Sidewalks
- Streetscaping
- Americans with Disabilities Act (ADA) improvements
- Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

Criteria and Measures
1. Role in the Regional Transportation System and Economy
Measure A - ~~Measure A - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers~~ Connection to Jobs and Educational Institutions
2. Potential Usage
Measure A - ~~Cost effectiveness per population and employment~~Population
3. Equity and Housing Performance
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation
Measure B - Housing Performance Score
4. Deficiencies and Safety
Measure A - Barriers overcome or gaps filled
Measure B - Deficiencies correct or safety problems addressed
5. Multimodal ~~Facilities~~ Elements and Connections
~~Measure A - Ridership of transit routes directly / indirectly connected to project~~
~~Measure B - Bikeway connections~~
Measure ~~C~~ A - Transit or bicycle elements of the project and existing connections
6. Risk Assessment
Measure A - Risk Assessment Form
7. Cost-Effectiveness
Measure A – Cost effectiveness (federally eligible cost, not including noise walls/total points awarded)

1. Role in the Regional Transportation System and Economy (~~100~~ 150 Points) - Tying regional policy (Thrive MSP 2040) to the Regional Solicitation, this criterion measures the regional significance of the project, including the project's connections to jobs and Educational Institutions, as defined in ThriveMSP 2040.

A. *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/2 mile of the project. Existing employment will be measured by summing the employment located in the Census block groups that intersect the 1/2-mile buffer. Enrollment at public and private post-secondary institutions will also be measured. (150 Points)

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

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

- Existing Employment:_____
- Existing Post-Secondary Enrollment:_____

SCORING GUIDANCE (150 Points)

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

Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.~~The applicant with the highest employment will receive the full 150 points for the employment portion of this measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored had 1,000 workers within 1/4 mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*150 points or 100 points. Using the Metropolitan Council model, all traffic analysis zone that are included within or intersect the buffer area around the project.~~

~~For the connection to educational institutions portion of this measure, the applicant with the highest post-secondary enrollment will receive the full 150 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 students within 1/4 mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*150 points or 100 points.~~

~~The scorer will assess if the applicant would score higher with the employment part of the measure or the school enrollment part of the measure, and give the applicant the higher of the two scores out of a maximum of 150 points.~~

2. Potential Usage (~~200~~ 150 Points) - This criterion quantifies the project's potential usage based on the existing population adjacent to the project.

A. *MEASURE:* Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population within 1/2-mile, as depicted on the "Population Summary" map.

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

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

- Existing Population within 1/2 Mile: _____

SCORING GUIDANCE (150 Points)

The applicant with the highest population will receive the full 150 points, as will the applicant with the highest number of jobs. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 1,000 people within 1/2 mile and the top project had 1,500 people, this applicant would receive (1,000/1,500)*150 points or 100 points.

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

3. Equity and Housing Performance (120 Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points)

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

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

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 50 Points)
- Project located in Area of Concentrated Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 30 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 20 Points)

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

SCORING GUIDANCE (50 Points)

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

The highest-scoring application for this measure will be adjusted to receive the full 50 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 20 points and the top project had 40 points, this applicant would receive (20/40)*50 points or 25 points.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential

development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

4. Deficiencies and Safety (300 Points) – This criterion addresses the project's ability to improve the overall safety of an existing or future pedestrian facility. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

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

A. *MEASURE:* Reference the "RBTN Evaluation and Major Barriers" map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connect system segments in the pedestrian network. The applicant should include a description of barriers and gap improvements for the project. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (120 Points)

RESPONSE (Check all that apply):

- **Overcomes a physical barrier or system gap** ☐ (0-120 Points)

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

SCORING GUIDANCE (120 Points)
The applicant will receive up to 120 points if the response shows that the project overcomes a physical barrier or system gap. The project that most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose descriptions do not fulfill the intent of the criteria, will receive 0 points.

B. *MEASURE:* Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g., crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for 2011-2015. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. (180 Points)

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

SCORING GUIDANCE (180 Points)

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

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 180 points. The other projects in this category will receive a proportional share between 121 and 180 points (i.e., a project that reduces one-half of the crashes of the top project would receive 150 points): 121 to 180 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive a portion of the 120 points based on the quality of the project and response: 0 to 120 Points

The highest-scoring application for this measure will be adjusted to receive the full 180 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 160 points, this applicant would receive (80/160)*180 points or 90 points.

5. Multimodal ~~Facilities~~ Elements and Connections (150 Points) - This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

A. *MEASURE:* Discuss any transit or bicycle elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and bicycle accommodations. Furthermore, address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why mode may not be incorporated into the project.

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

SCORING GUIDANCE (150 Points)

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

6. Risk Assessment (130 Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

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

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

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

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

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

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

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

TOTAL: ~~TBD~~ 1,100 POINTS

Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

Definition: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site. A Safe Routes to School Plan (SRTS) must be established prior to applying for this infrastructure funding.

Examples of Safe Routes to School Infrastructure Projects:

- Sidewalks benefiting people going to the school
- Multiuse trails benefiting people going to the school
- Improved crossings benefiting people going to the school
- Multiple improvements

Criteria and Measures
1. Relationship between Safe Routes to School Program Elements
Measure A - Describe how project addresses 5 Es* of SRTS program
2. Potential Usage
Measure A - Average share of student population that bikes, walks, or uses public transit
Measure B - Student population within school's walkshed
3. Equity and Housing Performance
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation
Measure B - Housing Performance Score
4. Safety
Measure A - Barriers overcome, gaps filled, or system connections
Measure B - Deficiencies corrected or safety or security addressed
~~**5. Multimodal Facilities (Transit) and Connections**~~
~~Measure A - Ridership of transit routes directly connected to the project~~
~~6~~**5. Public Engagement/Risk Assessment**
Measure A - Public engagement process
Measure B - Risk Assessment Form
6. Cost Effectiveness
Measure A – Cost effectiveness (~~federally~~TAB-~~-~~eligible cost ~~, not including noise walls~~/total points awarded)

** The 5 E's of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement.*

November 23, 2015

1. Relationship between Safe Routes to School Program Elements (250 Points) - This criterion assesses the program's ability to integrate the Safe Routes to School Program elements: Engineering, Education, Enforcement, Encouragement, and Evaluation (the 5 E's).

A. *MEASURE:* Describe how the SRTS program associated with the project addresses or integrates the 5 E's. The response should include examples, collaborations or partnerships, and planned activities in the near-term (within five years) to further illustrate the incorporation of the 5 E's into the SRTS program associated with the project.

MnDOT Safe Routes to School guidance defines these elements as follows:

- **Engineering** - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways. (0-50 points)
- **Education** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools. (0-50 points)
- **Enforcement** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of the schools (this includes enforcement of speeds, yielding to pedestrians, and proper walking and bicycling behaviors) and initiating community enforcements such as a crossing guard program. (0-50 points)
- **Encouragement** - Using events and activities to promote walking and bicycling. (0-50 points)
- **Evaluation** - Monitoring and documenting outcomes and trends through the collection of data before and after the project(s). (0-50 points)

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

SCORING GUIDANCE (250 Points)

The applicant will receive up to 50 points for each of the five sub-measures based on the program's ability to demonstrate the incorporation of each of the 5 E's through activities completed or to be implemented in the near-term (within five years). Applicants will receive up to the full points for each element at the scorer's discretion. The project that most meets the intent of each of the sub-measure will receive the maximum points (e.g., 50 points for the project that best meets the engineering element). Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

- Engineering: 0-50 Points
- Education: 0-50 Points
- Enforcement: 0-50 Points
- Encouragement: 0-50 Points

- Evaluation: 0-50 Points

The highest-scoring application for this measure will be adjusted to receive the full 250 points. Remaining projects will receive a proportionate share of the full points relative to the proportion of the full points assigned to the highest-scoring project. For example, if the application being scored had 100 points and the top project had 200 points, this applicant would receive (100/200)*250 points or 125 points.

2. Potential Usage (~~200~~ 250 Points) - This criterion quantifies the project's potential impact to existing population.

A. *MEASURE:* Average percent of student population that currently bikes, walks, or takes public transit to school, as identified on the Safe Routes to School student travel tally worksheet. Public transit usage does not refer to school buses. Public transit usage should only be considered when the bus route does not have a stop at the school (since these students must walk or bike to get to the school grounds). As part of the required attachments, applicants should attach copies of all original travel tally documentation. (~~150~~ 170 Points)

RESPONSE:

- Average percent of student population:_____

SCORING GUIDANCE (~~120~~ 170 Points)
The applicant with the highest average share of student population that currently bikes, walks, or takes public transportation to school will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 15 percent of the students and the top project had 30 points, this applicant would receive (0.15/0.30)*150 points or 75 points.

B. *MEASURE:* Student population within one mile of the elementary school, middle school, or high school served by the project. (~~100~~ 80 Points)

RESPONSE:

- Student population within one mile of the school:_____

SCORING GUIDANCE (80 Points)
The applicant with the highest student population within one mile of the school will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 150 students and the top project had 300 points, this applicant would receive (150/300)*~~100~~ 80 points or ~~50~~ 40 points.

3. Equity and Housing Performance (120 Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, and people with disabilities. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; students, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points)

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

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

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 50 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 30 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes students, people with disabilities, or the elderly: ☐ (0 to 20 Points)

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

SCORING GUIDANCE (50 Points)

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate

affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

4. Deficiencies and Safety (250 Points) - 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 and/or fix a safety problem.

A. *MEASURE:* Reference the "RBTN Evaluation and Major Barriers" map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connect system segments in the pedestrian/bicycle network serving a K-12 school. The applicant should include a description of barriers and gap improvements for the project in context with the existing bicycle or pedestrian network serving the school(s). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle and pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

RESPONSE (Check all that apply):

- Overcomes a physical barrier or system gap ☐ (0-100 Points)

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

SCORING GUIDANCE (100 Points)
The applicant will receive up to 100 points if the response shows that the project overcomes a physical barrier or system gap. The project that the most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose descriptions do not fulfill the intent of the criteria, will receive 0 points.

B. *MEASURE:* Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility or within the project site. Address how these improvements will make bicycling and walking to the school a safer and appealing transportation alternative. Include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for 2011-2015. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. Qualitative data from parent surveys, other internal survey data, or stakeholder engagement supporting the safety/security improvements or deficiencies should also be addressed. (150 Points)

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

SCORING GUIDANCE (150 Points)

The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place each project into one of the two categories below based on if crash data or other qualitative data is cited as part of the response. Improvements that are supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement should be scored highest. The project with the most extensive improvements will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer's discretion.

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

5. Public Engagement/Risk Assessment (130 Points) - This criterion measures the planned public engagement, the number of risks associated with the project, and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

A. *MEASURE:* Describe the public engagement process that will be used to include partners and stakeholders (e.g., schools parents, law enforcement, road authorities, and other impacted community members) and build consensus during the development of the proposed project. The number and types of meetings to be held, notices or other notification distributed, stakeholder contacts, adoption of the SRTS plan by the community and school district, and any additional descriptive information should be included in the discussion of the engagement process. As part of the required attachments, copies of all parent survey results must also be attached to the application. The applicant should note if parent surveys were not collected as part of the SRTS planning process. (45 Points)

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

SCORING GUIDANCE (45 Points)

The applicant will be scored on the comprehensiveness and quality of the planned public engagement activities. Additionally, applicants with a project selected through a public engagement process should score higher than projects without this engagement step. Community support, as displayed through parent surveys, stakeholder contacts, and/or adoption of the SRTS plan by the community and school district, should also be considered in the scoring. Note: parent surveys are attached for MnDOT informational purposes only.

The project with the most extensive near-term engagement process (current year through project construction year), including any completed engagement activities for the proposed project, will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

B. *MEASURE:* Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.). (85 Points)

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (85 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*85 points or 49 points.

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

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

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

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

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

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

TOTAL: 1,100~~TBD~~ POINTS

Ongoing Work to Highlight at TAC, 1/6/2016

1. Assigning 16 additional points to the "Transit Connectivity" measure in Transit applications

- **APPLICATIONS:** Transit Expansion and Transit Modernization
- **DISCUSSION:** At its 12/17/2015 meeting, F&P recommended elimination of the population measure (1B) from the "Role in the Regional Transportation System and Economy" criterion. F&PC added 16 points to the Transit Connectivity measure. **These points need to be redistributed to the two bullets shown below under "response" to add up to 50 points.**

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

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

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

- Existing transit routes directly connected to the project: _____ (**24 Points**). Council staff will use this information to determine the average number of weekday trips.
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): ☐ (**10 Points**)

2. Addressing the Retention of Educational Institutions in the "Regional Economy"

- **APPLICATIONS:** Roadway Expansion, Roadway Reconstruction/Modernization, Roadway System Management, Bridges
- **ISSUE:** At its 12/17/2015 meeting, F&P recommended retention of "educational institutions" measure in the "Role in the Regional Transportation System and Economy" criterion, shown below. The previous recommendation weighted the responses for employment and manufacturing/distribution, providing two top scores. Retaining educational institutions (i.e., number of students) would create a third top score.
- **DISCUSSION:**
    - **Identify which students to count, i.e., secondary, post-secondary**
    - **In 2014 Solicitation, points were allocated as follows:**
        - **Job Concentration – 20 points**
        - **Manufacturing/distribution – 20 points**
        - **Educational institutions – 12 points.**

      New points allocation for students needs to be determined:
        - **Employment – up to 20 points**
        - **Manufacturing/distribution employment – up to 20 points**
        - **Students – up to ____ points**

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

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

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

- Existing Employment within 1 Mile:_____
- Existing Manufacturing/Distribution-Related Employment within 1 Mile:_____
- Existing Students:_____

SCORING GUIDANCE (30 Points)

All Census block groups that are included within or intersect the buffer area around the project will be included. The applicant with the highest employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*30 points or 13 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (20). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive (1,000/1,500)*30 points or 13 points.

Add in text for Students…

The scorer will assess if the applicant would score higher with the total employment part of the measure or the manufacturing/distribution employment part of the measure, and give the applicant the higher of the two scores out of a maximum of 30 points. Note: Due to the use of two sub-measures, two applicants will receive the full 30 points.

3. Applying equitable scoring for new roadways: Emission Reduction and Safety

- **APPLICATION:** Roadway Expansion
- **DISCUSSION:** Staff has been asked to find ways to make new roadways competitive.

DISCUSSION: (Measure 5B) Emission Reduction. For new roadways, the application instructs applicants to use intersection(s) with reduced emissions on parallel roadways. However, this does not address emissions created on the new roadway. The crash reduction benefit of attracting traffic off existing roads has to be balanced with the accidents that will occur on the new road due to shifting traffic and attracting additional trips.

MEASURE: Using the Synchro or HCM analysis (or fieldwork for railroad grade-separation projects) completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NO_X, VOC) due to the project. The applicant should include the appropriate Synchro or full HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions (only applies to projects that do not include railroad grade-separation elements). If more than one intersection is examined, then the emissions reduced by each intersection can be can added together to determine the total emissions reduced by the project. (50 Points)

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

- For new roadways, identify the key intersection(s) on any parallel roadway(s) that will experience reduced emissions as a result of traffic diverting to the new roadway. If more than one intersection is examined, then the emissions reduced by each intersection can be can added together.
- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions Reduced/Vehicle x Vehicles Per Hour

DISCUSSION: (Measure 6A) Safety. For new roadways, the application instructs applicants to use crash data from parallel roadways but does not acknowledge crashes created on the new roadway.

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

Roadway projects that do not include railroad grade-separation elements:
Calculate the reduction in the total number of crashes due to improvements on the A-Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F. Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2013 through 2015. Crash data should include all crash types and severity, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting

benefit associated with the project. As part of the response, please detail the crash modification factor(s) used from FHWA's Crash Modification Factors Clearinghouse: http://www.cmfclearinghouse.org/

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

RESPONSE (Calculation):

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

4. Measuring railroad crossing emissions.

- **APPLICATIONS:** Roadway Expansion, Roadway Reconstruction/Modernization
- **DISCUSSION:** How to score emissions reduction for railroad crossing projects
- **POSSIBLE SOLUTION:** Below is potential additional language for railroad crossing emissions (Measure 5B, Air Quality)

Roadway projects that include railroad grade-separation elements:

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

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

F = Fuel consumption in gallons

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

RESPONSE (Calculation):

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

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

Automatically Provides Emissions Reduced:

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

5. Measuring railroad crossing delay

- **APPLICATIONS:** Roadway Expansion, Roadway Reconstruction/Modernization, Roadway System Management
- **DISCUSSION:** In response to momentum for helping make railroad crossing projects more competitive, staff suggested using Synchro to measure delay caused by railroad crossings. At the 12/17/2015 F&P meeting, members were split on whether Synchro can be used for this purpose
- **POSSIBLE SOLUTION:** The below measure is shown for 5A, Congestion Reduction. The bullet represents a potential roadway solution.

  MEASURE: Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro or HCM software for roadway intersections and fieldwork for rail crossings. The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds due to the project. If more than one intersection (or rail crossing) is examined, then the delay reduced by each intersection can be can added together to determine the total delay reduced by the project.

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

ACTION TRANSMITTAL 2016-04

DATE:	December 30, 2015
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Planning Analyst (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	2016 Regional Solicitation: Weighting of Criteria and Measures
REQUESTED ACTION:	Recommend the weighting of the criteria and measures for the 2016 Regional Solicitation as shown in Attachments 1 through 5.
RECOMMENDED MOTION:	That TAC recommend to TAB the weighting of the criteria and measures for the 2016 Regional Solicitation as shown in Attachments 1 through 5.

BACKGROUND AND PURPOSE OF ACTION: The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. Attachment 1 shows the criteria and the proposed weighting for the criteria for each of the application categories. Attachments 2 through 5 show the proposed changes to the distribution of points within criteria that have more than one measure for each application category.

PROPOSED CRITERIA WEIGHTING CHANGES:
For the most part, the recommended criteria weightings remain the same as within the 2014 Regional Solicitation. Proposed weighting changes are shown on Attachment 1 and the explanation of why the change is being recommended is shown below.

- Addition of Cost Effectiveness as a new criterion will require a change in the scoring for all application categories. Two key questions are:
  1) whether this criterion and its weighting (score) should be above the 1,000 point application total or included within the 1,000 point total? and,
  2) the number of points to be given to the Cost Effectiveness criteria.
- In 2014 the Bridge application category was the only application category that contained a stand-alone criterion and measure for cost effectiveness. If Cost Effectiveness is recommended to be scored above the 1,000 point application total, the points previously allocated to this Bridge criterion need to be redistributed to other criteria and measures. Based on general feedback from TAC F&P and TAC on the importance of a bridge's Role in the Regional Transportation System as measured by its distance to other parallel bridges (i.e., the further the distance, the more important the bridge to the regional transportation system) and the importance of bridges for freight movements (Usage criterion), staff suggests reallocating the 75 points among these two criteria as shown on Attachment 1.

- Under the Pedestrian Facility application category, staff suggests equalizing the distribution of the points between the criteria Role in the Regional System and Usage. The Role in the Regional System criterion is measured by connections to jobs while the Usage criterion is measured by existing population within a half mile of the project. The suggested change would make these two criteria (jobs and population) equal at 150 points each.
- Under the Safe Routes to School application category, staff suggests eliminating the Multimodal connections criterion and redistributing the 50 points to the Usage criterion. This is recommended because Safe Routes to School projects are typically focused on providing sidewalk connections and are not focused on providing other multimodal connections.

DISTRIBUTION OF POINTS WITHIN CRITERIA WITH MORE THAN ONE MEASURE:

Attachments 2 through 5 show proposed changes to the distribution of points among criteria that have more than one measure.

Attachment 2 Roadway Applications Measures

Roadway Expansion

- Based on the sensitivity analysis conducted after the 2014 Regional Solicitation, staff recommends increasing the points from 20 to 30 under measure C in Role in the Regional Transportation System and Economy criterion to increase its potential impact in the next solicitation. This recommendation applies to all four Roadway applications.
- With the removal of measures A and B in the Multimodal Facilities criteria (recommended under AT 2016-03), all points are now included in new measure A (former measure C). This recommendation applies to all four Roadway applications.

Roadway Reconstruction/Modernization

- Staff recommends redistribution of points for measures A and B under Congestion Reduction/Air Quality (i.e., increase the emissions reduced measure from 25 to 30 points and decrease the vehicle delay reduced measure from 50 to 45 points) to increase the potential impact of the emissions reduced measure in the next solicitation.

Bridges

- Staff recommends reallocating points from the eliminated Cost Effectiveness criterion to two Role in the Regional Transportation System and Economy measures and one Usage measure based on feedback at TAC F&P and TAC related to bridges. This is a suggested starting point for discussion on how to redistribute the 75 points from the former Cost Effectiveness criterion.

Transit Expansion and Transit Modernization

- Under several criteria (Usage, Emissions Reduction, and Multimodal Connections) measures were consolidated to one measure and the points were allocated to remaining measure.

TDM

- Under two criteria (Role in the Regional Transportation System and Economy and Innovation), measures were consolidated into one measure and the points were allocated to the remaining measure.
- Under the Risk Assessment criterion, one measure was eliminated and the points reallocated to the remaining two measures.

Multiuse Trails/Bike and Pedestrian Facilities

- With the removal of measure A/B in Multimodal Facilities, all points are included in new measure A (former measure C).

Safe Routes to Schools

- Points from Multimodal Facilities and Connections criterion were reallocated to the Potential Usage criterion. Since the concepts previously under Multimodal (i.e., transit usage to the school) were reallocated to the Potential Usage criterion, it is suggested that the 50 points also be reallocated to Potential Usage, under the average share of the student population that bikes, walks, or uses transit measure.

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

COMMITTEE COMMENTS AND ACTION: The following comments and actions took place:

- The committee recommended adding points for the Cost Effectiveness criterion that would be in addition to the existing 1,000-point total. They recommend adding 100 points for the Cost Effectiveness criterion across all 10 application categories, so the total points possible would now increase from 1,000 to 1,100.

- The committee recommended increasing the Risk Assessment criterion for all four roadway applications from 75 to 100 points and reducing the Multimodal criterion for the same applications categories from 100 to 75 points. The group wants to elevate the importance of Risk Assessment in an attempt to reduce the amount of scope change requests (there has already been one request from the solicitation approved last May). In addition, this change may increase the likelihood that applicants will be able to deliver the project in their program year, thereby reducing the tension on the region to reallocate those federal funds.

- As part of Action Transmittal 2016-03, the committee recommended deletion of the second measure under the Role in the Regional Transportation System and Economy criterion for the Transit Expansion and Transit System Modernization application categories. Due to this change, the group recommends reallocating the 33 points from this deleted measure to the two other measures in the criterion. Therefore, measure A would increase from 33 to 50 points and measure C would increase from 34 to 50 points.

A motion was made to recommend the weighting of the criteria and measures for the 2016 Regional Solicitation as shown in Attachments 1 through 5, with the modifications shown above. The motion passed.

ROUTING

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

ATTACHMENT 1: DRAFT CRITERIA WEIGHTING

Criteria	Roadway Exp.	Roadway Reconst/ Modern.	Roadway System Man.	Roadway Bridges	Transit Exp.	Transit Modern.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	17.5%	17.5%	12.5%	~~12.5~~19.5%	10%	10%	10%	20%	~~10~~15%	--
Usage	17.5%	17.5%	12.5%	~~12.5~~13%	35%	30%	10%	20%	~~20~~15%	~~20~~25%
Safety	15%	15%	20%	--	--	--	--	25%	30%	25%
Congestion /Air Quality	15%	7.5%	20%	--	20%	10%	40%	--	--	--
Infrastructure Age	7.5%	15%	7.5%	40%	--	--	--	--	--	--
Equity and Housing Performance	10%	10%	10%	10%	20%	15%	15%	12%	12%	12%
Multimodal Facilities	~~10~~7.5%	~~10~~7.5%	~~10~~7.5%	~~10~~7.5%	10%	10%	--	10%	15%	~~5%~~
Risk Assessment	~~7.5~~10%	~~7.5~~10%	~~7.5~~10%	~~7.5~~10%	5%	10%	5%	13%	13%	13%
~~Total Bridge Cost Effect.~~	--	--	--	~~7.5%~~	--	--	--	--	--	--
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	25%
Transit Improvements	--	--	--	--	--	15%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	20%	--	--	--
Total (1,000 Points)	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Cost Effectiveness (Points)	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**
TOTAL POINTS	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**

ATTACHMENT 2: ROADWAY MEASURES

Criteria and Measures	Expansion	Recon/Mod	System Mgmt	Bridge
Role in the Regional Transportation System and Economy	**175**	**175**	**125**	~~125~~**195**
Measure A - Average distance to nearest parallel roadways/bridges	~~90~~80	~~90~~80	~~65~~55	~~65~~115
Measure B – Current daily heavy commercial traffic	65	65	40	~~40~~50
Measure C – Connection to Total Jobs, Manu/Dist Jobs, and Educational Inst.	~~20~~30	~~20~~30	~~20~~30	~~20~~30
Usage	**175**	**175**	**125**	~~125~~**130**
Measure A – Current daily person throughput	110	110	85	~~95~~100
Measure B – Forecast 2040 average daily traffic volume	65	65	40	30
Equity and Housing Performance	**100**	**100**	**100**	**100**
Measure A – Connection to disadvantaged pop and benefits, impacts, mitigation	30	30	30	30
Measure B – Housing Performance Score	70	70	70	70
Infrastructure Age/Condition	**75**	**150**	**75**	**400**
Measure A – Date of construction	75	50	**75**	
Measure B - Geometric, structural, or infrastructure deficiencies	75	100		
Measure A – Bridge Sufficiency Rating				300
Measure B – Load-Posting				100
Congestion Reduction/Air Quality	**150**	**75**	**200**	
Measure A – Vehicle delay reduced	100	~~50~~45	150	
Measure B – Kg of emissions reduced	50	~~25~~30	50	
Safety	**150**	**150**	**200**	
Measure A – Crashes reduced	150	150	200	
Multimodal ~~Facilities~~ Elements and Existing Connections	~~100~~**75**	~~100~~**75**	~~100~~**75**	~~100~~**75**
~~Measure A/B – Transit and bike/ped connections~~	~~50~~	~~50~~	~~50~~	~~50~~
Measure A - Transit, bicycle, pedestrian, freight project elements and connections	~~50~~~~100~~75	~~50~~~~100~~75	~~50~~~~100~~75	~~50~~~~100~~75
Risk Assessment	~~75~~**100**	~~75~~**100**	~~75~~**100**	~~75~~**100**
Measure A - Risk Assessment Form	~~75~~100	~~75~~100	~~75~~100	~~75~~100
~~Cost Effectiveness~~				~~75~~
~~Measure A – Cost effectiveness (total project cost/total points awarded)~~				~~75~~
Sub-Total	**1,000**	**1,000**	**1,000**	**1,000**
9. Cost Effectiveness	**100**	**100**	**100**	**100**
Measure A - Cost effectiveness (total project cost/total points awarded)	100	100	100	100
Total	**1,100**	**1,100**	**1,100**	**1,100**

ATTACHMENT 3: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
Role in the Regional Transportation System and Economy	**100**	**100**
Measure A - Connection to Jobs and Educational Institutions	~~33~~50	~~33~~50
- ~~Measure B - Existing population within 0.25 mile (bus stop), 0.5 mile (transitway), and/or 2.5 miles (park & ride lot)~~	~~33~~	~~33~~
Measure C – Average number of weekday transit trips connected to the project	~~34~~50	~~34~~50
Usage	**350**	**300**
Measure A – ~~Cost effectiveness per~~Existing riders	~~105~~	~~210~~300
~~Measure B – Operating cost effectiveness~~	~~70~~	~~90~~
Measure C – ~~Cost effectiveness per new~~New riders	~~175~~350	
Equity and Housing Performance	**200**	**150**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	130	80
Measure B - Housing Performance Score	70	70
Emissions Reduction	**200**	**100**
Measure A - Total emissions reduced	~~133~~200	100
~~Measure B – Cost effectiveness of emissions reduced~~	~~67~~	
Multimodal Elements and Existing Connections	**100**	**100**
~~Measure A – Bike/Ped Connections~~	~~50~~	~~50~~
Measure A - Multimodal elements of the project and existing connections	~~50~~100	~~50~~100
Risk Assessment	**50**	**100**
Measure A - Risk Assessment Form	50	100
Service and Customer Improvements		**150**
Measure A – Travel Time Reduction		75
Measure B – Cost Reduction		38
Measure C – Service Improvement		37
Sub-Total	**1,000**	**1,000**
Cost Effectiveness	**100**	100
Measure A – Cost effectiveness (total project cost/total points awarded)	100	100
Total	**1,100**	**1,100**

ATTACHMENT 4: TDM MEASURES

Criteria and Measures	Points
1. Role in the Regional Transportation System and Economy	**100**
Measure A – Ability to capitalize on existing regional transportation facilities and resources	~~50~~100
~~Measure B - Identify the existing regional transportation facilities and resources on which the project will capitalize (transit stations, bikeways, etc.).~~	~~50~~
2. Usage	**100**
Measure A – ~~Cost effectiveness of~~ Users	100
3. Equity and Housing Performance	**150**
Measure A - Project's benefits, impacts, and mitigation to disadvantaged populations	80
Measure B - Housing Performance Score	70
4. Congestion Reduction/Air Quality	**400**
Measure A - Congested roadways in project area	200
Measure B - Emissions reduced	200
5. Innovation	**200**
Measure A - Project innovations or new geographic area	~~100~~200
~~Measure B – New Geographic Area~~	~~100~~
6. Risk Assessment	**50**
~~Measure A – Risk Assessment Form~~	~~15~~
Measure A - Technical capacity of applicant's organization	~~20~~25
Measure B - Continuation of project after initial federal funds are expended	~~15~~25
Sub-Total	**1,000**
7. Cost Effectiveness	**100**
Measure A – Cost effectiveness (total project cost/total points awarded)	100
Total	1,100

ATTACHMENT 5: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
Role in the Regional Transportation System and Economy	**200**	**~~100~~150**	**250**
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200		
Measure A – Connection to Jobs and Educational Institutions		~~100~~150	
Measure A – "5 Es"			250
Potential Usage	**200**	**~~200~~150**	**~~200~~250**
Measure A – ~~Cost effectiveness of~~ Existing population and employment	200		
Measure A – ~~Cost effectiveness of~~ Existing population ~~and employment~~		~~200~~150	
Measure A - Average share of student population that bikes, walks, or uses public transit			~~120~~170
Measure B - Student population within school's walkshed			80
Equity and Housing Performance	**120**	**120**	**120**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	50	50
Measure B - Housing Performance Score	70	70	70
Deficiencies and Safety	**250**	**300**	**250**
Measure A – Gaps closed/barriers removed, and/or continuity between jurisdictions improved by the project	100	120	100
Measure B - Deficiencies corrected or safety problem addressed	150	180	150
Multimodal Facilities and Existing Connections	**100**	**150**	**~~50~~**
~~Measure A/B - Transit or pedestrian connections~~	~~50~~	~~75~~	~~50~~
Measure C - Transit or pedestrian elements of the project; and existing connections	~~50~~100	~~75~~150	
Risk Assessment/Public Engagement	**130**	**130**	**130**
Measure A - Risk Assessment Form	130	130	85
Measure A – Public Engagement			45
Sub-Total	**1,000**	**1,000**	**1,000**
Cost Effectiveness	**100**	**100**	**100**
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
Total	**1,100**	**1,100**	**1,100**

ACTION TRANSMITTAL 2016-05

DATE:	December 30, 2015
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Planning Analyst (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	2016 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts.
REQUESTED ACTION:	Recommend approval of minimum and maximum funding amounts for the 2016 regional solicitation.
RECOMMENDED MOTIONS:	That TAC recommends to TAB approval of the minimum and maximum funding amounts, shown in Table 1, for the 2016 regional solicitation.

BACKGROUND AND PURPOSE OF ACTION: The Regional Solicitation for federal transportation projects is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area.

Metropolitan Council staff discussed the minimum and maximum federal funding amounts for the 2016 Regional Soliciation, by application category, with the Funding & Programming Committee at its October meeting. The proposed amounts are shown in the below table, with changes from the 2014 Regional Solicitation indicated via strikethoughs and underlines.

Table 1.

Modal Categories	Modal Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	$1,000,000	$7,000,000
	Roadway Reconstruction/ Modernization	$1,000,000	$7,000,000
	Roadway System Management	$250,000	$7,000,000
	Bridge Rehabilitation/ Replacement	$1,000,000	$7,000,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	~~$125,000~~$250,000	~~$5,500,000~~$3,500,000
	Pedestrian Facilities	~~$125,000~~$250,000	$1,000,000
	Safe Routes to School	~~$125,000~~$150,000	$1,000,000
Transit and TDM Projects	Transit Expansion	$500,000	$7,000,000
	Travel Demand Management (TDM)	$75,000	$300,000
	Transit System Modernization	$100,000	$7,000,000

Committee members felt that the maximum federal amount for Multiuse Trails and Bicycle facilities should be reduced from $5.5 million to $3.5 million in order to facilitate the funding of more projects. Previous Regional Solicitations had a $1 million maximum for Transportation Enhancements, though STP funds could be used in larger amounts. The $5.5 million maximum was based on the previous maximum for STP.

Staff suggested the increased minimum amounts for the three Bicycle and Pedestrian Facilities applications in order to avoid funding projects that are too costly from a federal compliance perspective.

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

COMMITTEE COMMENTS AND ACTION: There was committee discussion on further reducing the Multiuse Trails and Bicycle Facilities maximum, but the decision was to leave it at the recommended $3.5 million as discussed at previous F&P and TAC meetings. This initial recommendation to lower the maximum award from $5.5 million to $3.5 million was an attempt to fund a higher number of projects in this application category. In addition, based on past project estimates, the committee concluded that a $3.5 million award (plus the local share) would likely be enough money to fund even large trail grade-separation projects.

A motion was made that TAC Funding & Programming recommend to TAC approval of the minimum and maximum funding amounts, shown in Table 1, for the 2016 regional solicitation. The motion passed unanimously.

ROUTING

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

ACTION TRANSMITTAL 2016-08

DATE:	December 30, 2015
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Planning Analyst (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	2016 Regional Solicitation: Introduction and Forms, Qualifying Criteria, Incorporate Recommendations into Draft Regional Soliciation for Release for Public Comment
REQUESTED ACTION:	Recommend approval of the Introduction, Forms, and Qualifying Criteria and incorporate all recommendations into a draft Regional Soliciation for release for public comment.
RECOMMENDED MOTIONS:	That TAC recommends to TAB approval of the Introduction and Forms and Qualifying Criteria as shown in Attachment 1. That TAC recommends to TAB to incorporate the Introduction, Forms, Qualifying Criteria (Attachment 1); the recommended measures and scoring guidelines (Action Transmittal 2016-03); criteria and measures weighting (Action Transmittal 2016-04); and minimum and maximum federal funding requests (Action Transmittal 2016-05) into a draft 2016 Regional Soliciation for release for public comment.

BACKGROUND AND PURPOSE OF ACTION: The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. Attachment 1 shows Introduction, Forms, and Qualifying Criteria.

Staff recommends putting forward the Draft 2016 Regional Solicitation package for review and comment. This package includes Surface Transportation Block Grant Program (STBGP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. All materials should be considered a work-in-progress. If approved by TAB at the January 20 meeting, the packet will be released for comment on January 20, with comments due February 10. After the public comment period, a revised draft solicitation package will be prepared for the TAC Funding & Programming Committee at its February meeting where it will recommend adoption of the 2016 Solicitation Package by TAB at its March meeting.

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

COMMITTEE COMMENTS AND ACTION: The F&P Committee recommends approval of the Introduction, Forms, and Qualifying criteria. F&P recommends incorporating the Introduction, Forms, Qualifying Criteria (Attachment 1); the recommended measures and scoring guidelines (Action Transmittal 2016-03); criteria and measures weighting (Action Transmittal 2016-04); and minimum and maximum federal funding requests (Action Transmittal 2016-05) into a draft 2016 Regional Soliciation for release for public comment.

ROUTING

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

Introduction to the Regional Solicitation for Transportation Projects

January 6, 2016
The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The online application can be accessed at: http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Solicitation.aspx

Federal Program Overview

As authorized by the most recent federal surface transportation funding act, Fixing America's Surface Transportation (FAST) Act, projects will be selected for funding as part of two federal programs: Surface Transportation Block Grant Program (STBGP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Transportation Alternatives Program (TAP) was folded into STBGP in the FAST Act. It is assumed that federal funding will continue to be available in 2021, but there is no money set aside at the current time.

Modal Categories and Application Categories

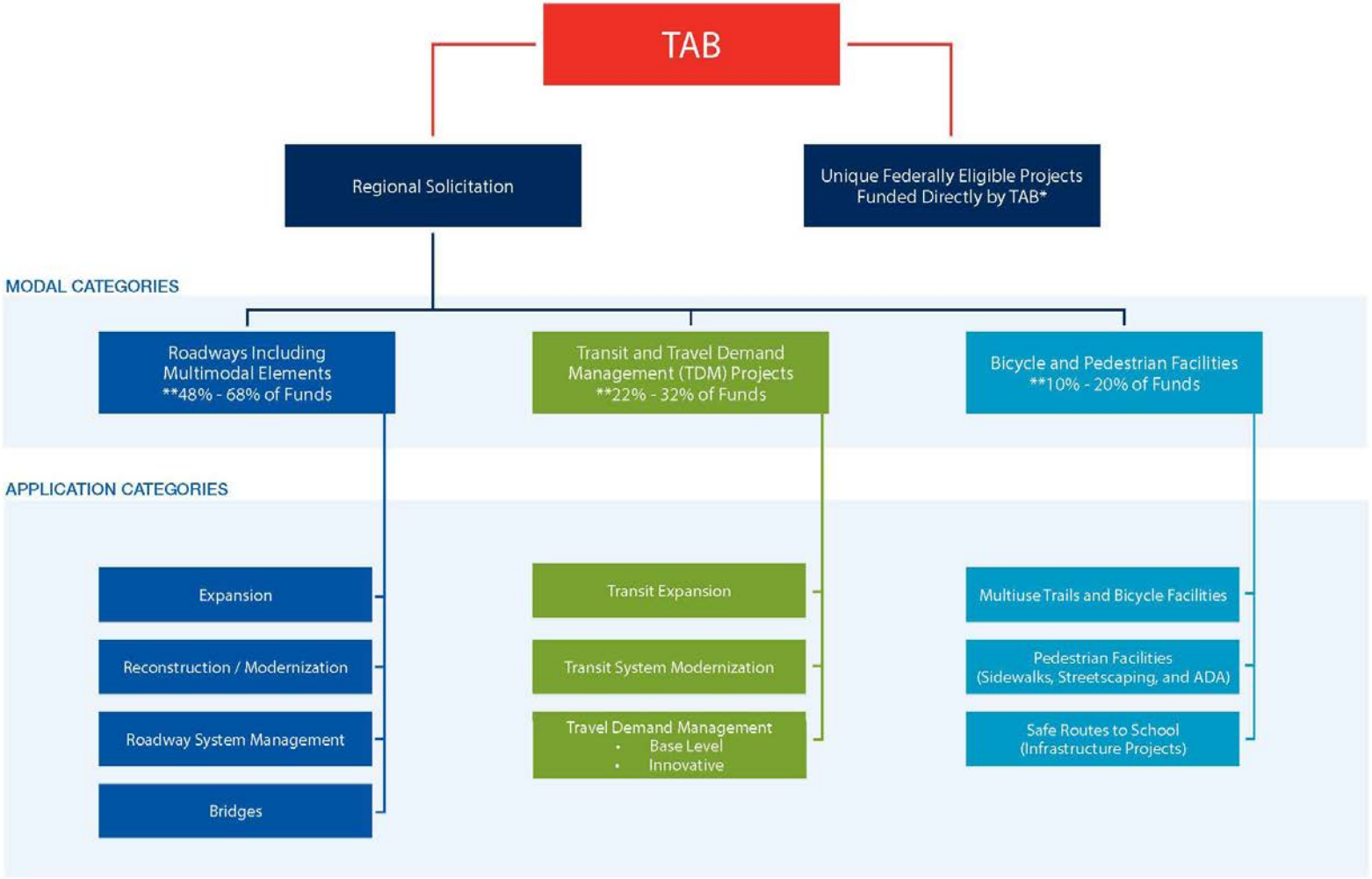
As depicted in Figure 1, the applications are grouped into three primary modal categories:

1. Roadways Including Multimodal Elements
2. Bicycle and Pedestrian Facilities
3. Transit and Travel Demand Management (TDM) Projects

Each of these modal categories includes three to four application categories for a total of 10 application categories. TAB will also consider unique federally eligible projects that may not fit one of the 10 application categories on their merits, if they are submitted. Unique projects will be considered by TAB outside of the competitive Regional Solicitation process.

Applicants for the Regional Solicitation will select the appropriate application category for their proposed project based on the mode requiring the largest percentage of cost. For instance, a roadway reconstruction project that includes a new sidewalk would apply under the Roadway Reconstruction/ Modernization application category because the roadway improvements are the largest cost for the project. If an applicant submits a project in the incorrect application category, the application may be disqualified. It is advised that applicants contact Metropolitan Council staff prior to submission if there are any questions about which application category is the most appropriate for their project.

FIGURE 1: REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES



**In some cases, there are unique projects that are federally eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These projects should request funding directly from TAB.*

***TAB approved the modal funding ranges to provide guidance to applicants regarding the amount of the total federal dollars available to each mode.*

Funding Availability, Minimums, and Maximums

A total of approximately $150 million in federal funds is anticipated to be available in this solicitation for program years 2020 and 2021. As shown in Table 1, modal funding ranges have been established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode. TAB reserves the right to adjust these modal funding levels depending on the amount and quality of projects submitted. Base-level 2020 and 2021 TDM funding for the TMOs and Metro Transit will be taken out of the Transit and TDM category. Additionally, there is $1.2 million of TDM funding that is available for 2018 and 2019 for innovative projects.

TABLE 1: 2020–2021 MODAL FUNDING LEVELS

	Roadways Including Multimodal Elements	Transit and TDM Projects	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 48%-68% of Funds Range of $72M-$102M	Range of 22%-32% of Funds Range of $33M-$48M	Range of 10%-20% of Funds Range of $15M-$30M	100% $150M

Table 2 shows the minimum and maximum federal award for application categories that applicants can apply for as part of the Regional Solicitation. The values do not account for 20 percent local match minimum that applicants must contribute to the project.

TABLE 2: 2016 REGIONAL SOLICITATION FUNDING AWARD MINIMUMS AND MAXIMUMS

Modal Categories	2016 Regional Solicitation		
	Modal Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	$1,000,000	$7,000,000
	Roadway Reconstruction/ Modernization	$1,000,000	$7,000,000
	Roadway System Management	$250,000	$7,000,000
	Bridge Rehabilitation/ Replacement	$1,000,000	$7,000,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	$~~125~~250,000	~~$5,500,000~~$3,500,000
	Pedestrian Facilities	$~~125~~250,000	$1,000,000
	Safe Routes to School (Infrastructure Projects)	$~~125~~150,000	$1,000,000
Transit and TDM Projects	Transit Expansion	$500,000	$7,000,000
	Travel Demand Management (TDM)	$75,000	$300,000
	Transit System Modernization	$100,000	$7,000,000

The following pages include definitions, examples, and scoring overviews of each of the application categories.

Roadway Expansion

Definition: A roadway project that adds thru-lane capacity. Projects must be located on a non-Freeway Principal Arterial or A-Minor Arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map. However, A-Minor Connectors cannot be expanded with these federal funds per regional policy and must apply in the Reconstruction/Modernization application category.

Examples of Roadway Expansion Projects:

- New roadways
- Two-lane to four-lane expansions
- Two-lane to three-lane expansions
- Four-lane to six-lane expansions
- New interchanges with or without associated frontage roads
- Expanded interchanges with either new ramp movements or added thru lanes
- New bridges and overpasses (includes roadway/railroad grade-separations)

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**175**	**17.5%**
Measure A - Average distance to nearest parallel roadways	~~90~~80	
Measure B - Current daily heavy commercial traffic	65	
Measure C - Connection to Total Jobs, Manufacturing/Distribution Jobs, and Educational Institutions	~~20~~30	
2. Usage	**175**	**17.5%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**10%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age	**75**	**7.5%**
Measure A - Date of construction	75	
5. Congestion Reduction/Air Quality	**150**	**15%**
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	**150**	**15%**
Measure A - Crashes reduced	150	
7. Multimodal ~~Facilities~~ Elements and Connections	**~~100~~75**	**~~10~~7.5%**
Measure A - Transit, bicycle, pedestrian, or freight project elements and existing connections	~~100~~75	
8. Risk Assessment	**~~75~~100**	**10~~7.5~~%**
Measure A - Risk Assessment Form	~~75~~100	
Sub-Total	**1,000**	**100%**
9. Cost Effectiveness	**100**	
Measure A – Cost effectiveness (~~federally~~TAB-eligible cost, not including noise walls/total points awarded)	100	
Total	**1,100**	

Roadway Reconstruction/Modernization

Definition: A roadway project that does not add thru-lane capacity, but reconstructs or modernizes the facility. Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-Freeway Principal Arterial or A-Minor Arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map.

Examples of Roadway Reconstruction/Modernization Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**175**	**17.5%**
Measure A - Average distance to nearest parallel roadways	~~90~~80	
Measure B - Current daily heavy commercial traffic	65	
Measure C - Connection to Total Jobs, Manuf./Dist. Jobs, and Educ. Institutions	~~20~~30	
2. Usage	**175**	**17.5%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**10%**
Measure A - Connection to disadvantaged populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age~~/Condition~~	**150**	**15%**
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	100	
5. Congestion Reduction/Air Quality	**75**	**7.5%**
Measure A - Vehicle delay reduced	~~50~~45	
Measure B - Kg of emissions reduced	~~25~~30	
6. Safety	**150**	**15%**
Measure A - Crashes reduced	150	
7. Multimodal ~~Facilities~~ Elements and Connections	**~~100~~75**	**~~10~~7.5%**
Measure A - Transit, bike/ped, freight elements and existing connections	~~100~~75	
8. Risk Assessment	**~~75~~100**	**~~7.5~~10%**
Measure A - Risk Assessment Form	~~75~~100	
Sub-Total	**1,000**	**100%**
9. Cost Effectiveness	**100**	
Measure A – Cost effectiveness (~~federally~~TAB--eligible cost, not including noise walls/total points awarded)	100	
Total	**1,100**	

Roadway System Management

Definition: An Intelligent Transportation System (ITS) or similar project that primarily benefits roadway users. Roadway System Management projects can include project elements along a continuous route (could be more than one roadway) or defined geographic area such as a downtown area. The system management project must make improvements to at least one A-Minor Arterial or non-Freeway Principal Arterial as part of the project. Projects that are more transit-focused must apply in the Transit System Modernization application category.

Examples of Roadway System Management Projects:

- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New or replacement traffic management centers
- New or replacement fiber optic cables used for traffic control, etc.
- New or replacement closed-circuit television (CCTV) cameras
- New or replacement variable message signs and other traveler information improvements
- New or replacement detectors
- Incident management coordination

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**125**	**12.5%**
Measure A - Average distance to nearest parallel roadways	5565	
Measure B - Current daily heavy commercial traffic	40	
Measure C - Connection to Total Jobs, Manufacturing/Distribution Jobs, and Educational Institutions	2030	
2. Usage	**125**	**12.5%**
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	**100**	**10%**
Measure A - Connection to disadvantaged populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age/Condition	**75**	**7.5%**
Measure A - Date of construction	75	
5. Congestion Reduction/Air Quality	**200**	**20%**
Measure A - Vehicle delay reduced	150	
Measure B - Kg of emissions reduced	50	
6. Safety	**200**	**20%**
Measure A - Crashes reduced	200	
7. Multimodal Facilities Elements and Connections	**10075**	**7.510%**
Measure A - Transit, bicycle/ped, or freight elements and existing connections	10075	
8. Risk Assessment	**75100**	**710.5%**
Measure A- Risk Assessment Form	75100	
Sub-Total	**1,000**	**100%**
9. Cost Effectiveness	**100**	
Measure A – Cost effectiveness (federallyTAB--eligible cost, not including noise walls/total points awarded)	100	
Total	**1,100**	

Bridge Rehabilitation/Replacement

Definition: A bridge rehabilitation or replacement project located on a non-Freeway Principal Arterial or A-Minor Arterial functionally-classified roadway, consistent with the latest TAB-approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans as part of one application.

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

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet with a sufficiency rating less than 80 and classified as structurally deficient or functionally obsolete.
- Bridge replacement of 20 or more feet with a sufficiency rating less than 50 and classified as structurally deficient or functionally obsolete.

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	~~125~~195	~~12.5~~19.5%
Measure A - Average distance to nearest parallel bridges	~~65~~115	
Measure B - Current daily heavy commercial traffic	~~40~~50	
Measure C - Connection to Total Jobs and Manuf./Distribution Jobs	~~20~~30	
2. Usage	~~125~~130	~~12.5~~13%
Measure A - Current daily person throughput	~~95~~100	
Measure B - Forecast ~~2030~~ 2040 average daily traffic volume	30	
3. Equity and Housing Performance	**100**	**10%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Condition	**400**	**40%**
Measure A – Bridge Sufficiency Rating	300	
Measure B – Load-Posting	100	
5. Multimodal ~~Facilities~~ Elements and Connections	~~100~~75	~~10~~7.5%
Measure A - Transit, bicycle, pedestrian , or freight elements of the project and existing connections	~~100~~75	
6. Risk Assessment	~~75~~100	~~7.5~~100%
Measure A - Risk Assessment Form	~~75~~100	
Sub-Total	**1,000**	**100%**
7. Cost Effectiveness	**100**	
Measure A – Cost effectiveness (~~federally~~TAB-~~-~~eligible cost, not including noise walls/total points awarded)	100	
Total	**1,100**	

Multiuse Trails and Bicycle Facilities

Definition: A project that benefits bicyclists (or bicyclists and other non-motorized users). All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve both a transportation purpose and a recreational purpose. Multiuse trail bridges or underpasses should apply in this application category instead of the Pedestrian Facilities application category given the nature of the users and the higher maximum award amount.

Examples of Multiuse Trail and Bicycle Facility Projects:

- Multiuse trails
- Trail bridges/underpasses
- On-street bike lanes
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**200**	**20%**
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
2. Potential Usage	**200**	**20%**
Measure A - Existing population and employment within 1 mile ~~Cost effectiveness per population and employment~~	200	
3. Equity and Housing Performance	**120**	**12%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	**250**	**25%**
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
5. Multimodal ~~Facilities~~ Elements and Connections	**100**	**10%**
Measure A - Transit or pedestrian elements of the project and existing connections	100	
6. Risk Assessment/Public Engagement	**130**	**13%**
Measure A - Risk Assessment Form	130	
Sub-Total	**1,000**	**100%**
7. Cost Effectiveness	100	
Measure A – Cost effectiveness (~~federally~~TAB-eligible cost~~, not including noise walls~~/total points awarded)	100	
Total	**1,100**	

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Definition: A project that primarily benefits pedestrians as opposed to multiple types of non-motorized users. Most non-motorized projects should apply in the Multiuse Trail and Bicycle Facilities application category. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multiuse trail bridges or underpasses should apply in the Multiuse Trail and Bicycle Facilities application category instead of this application category given the nature of the users and the higher maximum awards.

Examples of Pedestrian Facility Projects:

- Sidewalks
- Streetscaping
- Americans with Disabilities Act (ADA) improvements
- Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**150**	**~~10~~15%**
Measure A - Connection to Jobs and Educational Institutions~~, and local activity centers~~	~~100~~150	
2. Potential Usage	**~~200~~150**	**~~20~~15%**
Measure A - ~~Cost~~ Existing population ~~and employment~~within 1/2 mile	~~200~~150	
3. Equity and Housing Performance	**120**	**12%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	**300**	**30%**
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies correct or safety problems addressed	180	
5. Multimodal ~~Facilities~~ Elements and Existing Connections	**150**	**15%**
Measure A - Transit or bicycle elements of the project or connections	150	
6. Risk Assessment	**130**	**13%**
Measure A - Risk Assessment Form	130	
Sub-Total	**1,000**	**100%**
7. Cost Effectiveness	100	
Measure A – Cost effectiveness (~~federally~~TAB-eligible cost~~, not including noise walls~~/total points awarded)	100	
Total	**1,100**	

Safe Routes to School (Infrastructure Projects)

Definition: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site. A Safe Routes to School Plan (SRTS) must be established prior to applying for this infrastructure funding.

Examples of Safe Routes to School Infrastructure Projects:

- Sidewalks benefiting people going to the school
- Multiuse trails benefiting people going to the school
- Improved crossings benefiting people going to the school
- Multiple improvements

Scoring

Criteria and Measures	Points	% of Total Points
1. Relationship between Safe Routes to School Program Elements	**250**	**25%**
Measure A - Describe how project addresses 5 Es* of SRTS program	250	
2. Usage	**~~200~~250**	**~~20~~25%**
Measure A - Average share of student population that bikes, walks, or uses public transit	~~120~~170	
Measure B - Student population within school's walkshed	80	
3. Equity and Housing Performance	**120**	**12%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	**250**	**25%**
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety or security addressed	150	
~~**5. Multimodal Facilities and Connections**~~	~~**50**~~	~~**5%**~~
~~- Measure 1 - Ridership of transit routes directly connected to the project~~	~~50~~	
5. Public Engagement/Risk Assessment	**130**	**13%**
Measure A - Public engagement process	45	
Measure B - Risk Assessment Form	85	
Sub-Total	**1,000**	**100%**
6. Cost Effectiveness	100	
Measure A – Cost effectiveness (~~federally~~TAB-eligible cost~~, not including noise walls~~/total points awarded)	100	
Total	**1,100**	

** The 5 Es of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement.*

Transit Expansion

Definition: A transit project that provides new or expanded transit service/facilities. Routine facility maintenance and upkeep is not eligible. If a project has both transit expansion and transit system modernization elements, it should apply in the application category that requires the majority of the project costs.

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Transit shelters, centers, stations, and platforms for new or expanded service along a route
- Park-and-ride facilities

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**10%**
Measure A - Connection to Jobs and Educational Institutions~~, and local activity centers~~	~~33~~50	
~~Measure B - Existing population within 0.25 mile (bus stop) , 0.5 mile (transitway)~~	~~33~~	
Measure C - Average number of weekday transit trips directly connected to the project~~Transit routes directly connected to the project~~	~~34~~50	
2. Usage	**350**	**35%**
Measure A - New Annual Riders	350	
3. Equity and Housing Performance	**200**	**20%**
Measure A - Connection to disadvantaged populations and projects benefits	130	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	**200**	**20%**
Measure A - Total emissions reduced	200	
5. Multimodal ~~Facilities~~ Elements and Connections	**100**	**10%**
Measure A - Multimodal elements of the project and existing connections	100	
6. Risk Assessment	**50**	**5%**
Measure A - Risk Assessment Form	50	
Sub-Total	**1,000**	**100%**
7. Cost Effectiveness	100	
Measure A – Cost effectiveness (~~federally~~TAB-eligible cost~~, not including noise walls~~/total points awarded)	100	
Total	**1,100**	

Transit System Modernization

Definition: A transit project that makes existing transit more attractive to existing and future riders by offering faster travel times between destinations, improving the customer experience, or reducing operating costs for the transit provider. The project must be able to reduce emissions through a reduction in single-occupant vehicle trips, vehicle-miles traveled, emissions from capital improvements, idling time, an increase in speeds, or other means. Routine facility maintenance and upkeep is not eligible. Projects associated with new or expanded service/facilities such as the purchase of new buses should apply in the Transit Expansion application category. If a project has both transit expansion and transit system modernization elements, then the project should apply in the application category that requires the majority of the project costs.

Examples of Transit System Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection;
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- ITS measures that improve reliability and the customer experience
- Improved fare collection systems
- Multiple eligible improvements along a route

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**10%**
Measure A - Connection to Jobs ~~Concentrations~~, and Educational Institutions	~~33~~50	
~~Measure B - Existing population within 0.25 mile (bus stop), 0.5 mile (transitway), and/or 2.5 miles (park & ride lot)~~	~~33~~	
Measure C - Weekday transit trips directly connected to the project	~~34~~50	
2. Usage	**300**	**30%**
Measure A - Total existing annual riders	300	
3. Equity and Housing Performance	**150**	**15%**
Measure A - Connection to disadvantaged populations and project's benefits	80	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	**100**	**10%**
Measure A – Description of emissions reduced	100	
5. Service and Customer Improvements	**150**	**15%**
Measure A - Percent reduction in passenger travel time	75	
Measure B - Percent reduction in operating & maintenance costs	38	
Measure C - Project improvements for transit users	37	
6. Multimodal ~~Facilities~~ Elements and Connections	**100**	**10%**
Measure A - Bicycle and pedestrian facilities and existing connections	100	
7. Risk Assessment	**100**	**10%**
Measure A - Risk Assessment Form	100	
Sub-Total	**1,000**	**100%**
8. Cost Effectiveness	100	
Measure A – Cost effectiveness (~~federally~~TAB-eligible cost~~, not including noise walls~~/total points awarded)	100	
Total	**1,100**	

Travel Demand Management (TDM)

Definition: An innovative project that reduces the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**10%**
Measure A – Ability to capitalize on existing regional transportation facilities and resources	100	
2. Usage	**100**	**10%**
Measure A - Project users	100	
3. Equity and Housing Performance	**150**	**15%**
Measure A - Project's benefits, impacts, and mitigation to disadvantaged populations	80	
Measure B - Housing Performance Score	70	
4. Congestion Reduction/Air Quality	**400**	**40%**
Measure A - Congested roadways in project area	200	
Measure B - VMT reduced	200	
5. Innovation	**200**	**20%**
Measure A - Project innovations or new geographic area	200	
6. Risk Assessment	**50**	**5%**
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
Sub-Total	**1,000**	**100%**
7. Cost Effectiveness	**100**	
Measure A – Cost effectiveness (~~federally~~TAB-eligible cost~~, not including noise walls~~/total points awarded)	**100**	
Total	**1,100**	

Project applicants can also "bundle" two or more projects together to meet the funding minimum. Bundled projects must fall into one of three types:

- Projects located along the same corridor (e.g., filling multiple trail gaps along a trail corridor)
- System wide improvements (e.g., retiming traffic signals on a continuous route [could be more than one roadway] or across a ~~defined jurisdiction~~downtown area)
- Similar improvements within a defined neighborhood or downtown area ~~geographic area~~ (e.g., adding benches along the sidewalks in a downtown area)

Bundling of independent projects that can each meet the project minimum and are not related to one another as described above is not allowed. When scoring the multiple locations that are part of an eligible bundled project, an average will be used for geographically-based measures.

Applicants are encouraged to contact TAB Coordinator Elaine Koutsoukos (Elaine.koutsoukos@metc.state.mn.us; 651-602-1717) if they have questions regarding project bundling.

General Process and Rules

1. On May 15, 2015, TAB selected 51 transportation projects as part of the 2014 Regional Solicitation. An evaluation process took place in the summer and fall of 2015 to continue to improve all aspects of the Regional Solicitation including the scoring criteria. The following are the major changes that are implemented in the 2016 Regional Solicitation:
   - Added a new cost effectiveness criterion to all application categories.
   - Inserted scoring guidance into each application to give applicants more information regarding how their project will be evaluated.
   - Adjusted measures to make roadways/railroad grade-separation projects more competitive.
   - Consolidated and simplified the Multimodal criteria and measures.
   - ~~Adjusted measures to make all A-Minor Arterial classifications more competitive.~~
   - Amended the funding federal minimum and maximum award amounts.
   - Added the MnDOT/Metropolitan Council Interchange Request process as part of the Risk Assessment scoring.
   - Focused the Transit Expansion usage measure on new transit riders and the Transit System Modernization usage measure on existing riders.
   - Included the ability for transit applicants to include letters from employers or educational institutions committing to provide last-mile shuttle service, resulting in the increased ability to earn points.

2. 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 MnDOT State-Aid and the appropriate USDOT modal agency.

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. Projects selected to receive federal funding through this solicitation will be programmed in the regional TIP in years 2020 and 2021, taking into consideration the applicant's request and the TAB's balancing of available funds. When the selected projects are programmed, the TAB may adjust the federal award and the non-federal match amount to account for anticipated inflation. Any projects selected by TAB that exceed the amount of total funds available will be notified that they may not receive reimbursement in their assigned program year if no money is available. If this is the case, then the project sponsor will be reimbursed in the following program year.

5. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope or cost of an approved project as described in the scope change process memo. http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Scope-Change-Policy.aspx

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 2020 in the TIP, the project program year begins July 1, 2019, and ends June 30, 2020. Projects selected from this solicitation will be programmed in 2020 and 2021. The Regional Program Year Policy outlines the process to request a one-time program year extension.

   http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-(PDF-154-KB).aspx

7. The announcement of funding availability is posted on the Metropolitan Council website and emailed to local stakeholders.

8. The applicant must show that the project meets all of the qualifying requirements of the appropriate application category 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 Funding & Programming (TAC F&P) Committee meeting.

9. A set of prioritizing criteria with a range of points assigned is provided for each application category. 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, in some cases, how well the responses compare to those of other qualifying applications in the same project application 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 application category based on a total score of all the prioritizing criteria. The TAC will forward the ranked list of projects with funding options to TAB. TAB may develop its own funding proposals. TAB will then recommend a list of projects to be included in the region's TIP to receive federal funds. TAB submits the Draft TIP to the Metropolitan Council for concurrence.

11. TAB may or may not choose to fund at least one project from each application category.

12. Projects involving new or expanded interchanges are funded conditional on the successful completion of the Metropolitan Council/MnDOT Highway Interchange Request procedures. In this solicitation, points are awarded as part of the Risk Assessment for applicable projects that have completed this interchange approval process. In the next Regional Solicitation, applicable interchange projects will need to go through the approval prior to submitting an application (i.e., it will become a qualifying requirement). Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.
13. In the 2016 Regional Solicitation, TAB will only fund a roadway or bridge project on a roadway that is spaced at least 3.5 miles away from another funded project on the same roadway (only applies to two separate applications selected in the same solicitation).
14. In the 2016 Regional Solicitation, TAB will not fund more than one transit capital project in a transitway corridor (only applies to two separate applications selected in the same solicitation).
15. In the 2016 Regional Solicitation, the TAB will not fund more than one bicycle or pedestrian facility project in the same corridor (only applies to two separate applications selected in the same solicitation). For trails, a funded project may be on the same trail facility as another funded project as long as the two projects serve different users and destinations.

Project Schedule

Table 3 shows the key milestones in the Regional Solicitation review, scoring, and selection process. All applications are due by 4:00 P.M. on July 15, 2016.

TABLE 3: REGIONAL SOLICITATION SCHEDULE

Date	Process
5/18/2016	Regional Solicitation Released. **Applicants can obtain on-line access at this time.**
7/8/2016	**Applicants must apply for on-line access by 4:00 P.M.**
7/15/2016	**Application deadline – 4:00 P.M.**
7/18/2016	Qualifying reviews begin.
8/10/2016	Qualifying review completed (staff notify applicants that do not qualify).
8/18/2016	TAC F&P Committee meeting: Qualifying appeals heard.
8/22/2016	Scoring committees begin evaluating all qualified applications.
10/7/2016	Scoring completed. Staff prepares results for TAC F&P Committee meeting (10/20/16).
10/20/2016	TAC F&P releases project scores.
10/20/2016	Scores distributed to applicants; appeal period begins.
10/31/2016	Scoring appeal deadline.
10/17/2016	TAC F&P Committee meeting: Scoring appeals reviewed, funding options developed.
12/15/2016	TAC F&P considers funding options presented by staff and votes to eliminate, modify or create options and forwards them to the TAC.
1/4/2017	TAC review of funding options and recommendation to TAB.
1/18/2017	TAB approval of funding recommendations and direct staff to include them into the draft 2018-2021 TIP.

Contacts

For general questions about the Regional Solicitation, please contact:

Elaine Koutsoukos, TAB Coordinator
390 North Robert Street, St. Paul, MN 55101
(651) 602-1717
elaine.koutsoukos@metc.state.mn.us

Technical Assistance Contacts

Table 4 provides contacts for technical assistance in providing necessary data in order to address various prioritizing criteria. Before contacting any technical expert below, please use existing local sources. Local experts in many cases are the appropriate contact for much of the data needed to respond to criteria. In some instances, it may take five or more workdays to provide the requested data. Please request data as soon as possible.

TABLE 4. TECHNICAL ASSISTANCE CONTACTS

Subject	Name	Organization	Email	Phone Number
General	Elaine Koutsoukos	TAB	Elaine.koutsoukos@metc.state.mn.us	(651) 602-1717
	Joe Barbeau	Met Council	Joseph.barbeau@metc.state.mn.us	(651) 602-1705
Traffic Volumes				
Freeways	Tony Fischer	MnDOT	Jose.fischer@state.mn.us	(651) 234-7875
State Roads	Mark Flinner	MnDOT	Mark.flinner@state.mn.us	(651) 366-3849
	Gene Hicks	MnDOT	Gene.hicks@state.mn.us	(651) 366-3856
Heavy Commercial	Kodjo Houssou	MnDOT	Kodjo.Houssou@state.mn.us	(651) 366-3851
2040 Projections	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Synchro	Kevin Schwartz	MnDOT	Kevin.schwartz@state.mn.us	(651) 234-7840
	Pat Otto	MnDOT	Pat.otto@state.mn.us	(651) 234-7837
Crashes	Chad Erickson	MnDOT	Chad.erickson@state.mn.us	(651) 234-7806
Freeway Management	Terry Haukom	MnDOT	Terry.haukom@state.mn.us	(651) 234-7980
Trunk Highway Traffic Signals				
Existing Signals	Kevin Schwartz	MnDOT	Kevin.schwartz@state.mn.us	(651) 234-7840
Signals/Lighting	Michael Gerbinski	MnDOT	Michael.gerbensky@state.mn.us	(651) 234-7816
State Aid Standards	Colleen Brown	MnDOT	Colleen.brown@state.mn.us	(651) 234-7779
Bikeway/Walkway Standards	Gina Mitteco	MnDOT	Gina.mitteco@state.mn.us	(651) 234-7878
Interchange Approvals	Karen Sheffing	MnDOT	Karen.scheffing@state.mn.us	(651) 234-7784
Safe Routes to School	Mao Yang	MnDOT	Mao.yang@state.mn.us	(651) 366-3827
Regional Bikeway Network	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1756
Thrive MSP 2040 Centers	Dan Marckel	Met Council	Dan.marckel@metc.state.mn.us	(651) 602-1548
Housing Performance Scores	Tara Beard	Met Council	Tara.beard@metc.state.mn.us	(651)-602-1051
Equity Measures	Heidi Schallberg	Met Council	Heidi.schallberg@metc.state.mn.us	(651)602-1721
Demographics by TAZ	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Transit Ridership	Heidi Schallberg	Met Council	Heidi.schallberg@metc.state.mn.us	(651)602-1721
Emissions Data	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725

Qualifying Requirements (Draft)

January 6, 2015

The applicant must show that the project meets all of the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application. 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.

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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project. List the goals, objectives, strategies, and associated pages):

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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 documents and pages):

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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.

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

5. 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. Funding amounts by application category are listed below in Table 1.

Table 1: 2016 Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	2016 Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	$1,000,000	$7,000,000
	Roadway Reconstruction/ Modernization	$1,000,000	$7,000,000
	Roadway System Management	$250,000	$7,000,000
	Bridges Rehabilitation/ Replacement	$1,000,000	$7,000,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	$~~125~~250,000	$~~5~~3,500,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	$~~125~~250,000	$1,000,000
	Safe Routes to School	$~~125~~150,000	$1,000,000
Transit and TDM Projects	Transit Expansion	$500,000	$7,000,000
	Travel Demand Management (TDM)	$75,000	$300,000
	Transit System Modernization	$100,000	$7,000,000

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

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

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

7. The project must be accessible and open to the general public.

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

8. 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.

9. 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 that 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.

10. 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.

11. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1. All roadway and bridge projects 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. **Roadway 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.

4. **Bridge Rehabilitation/Replacement projects only:** Projects requiring a grade-separated crossing of a Principal Arterial freeway 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.

5. **Bridge Rehabilitation/Replacement projects only:** The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

6. **Bridge Rehabilitation/Replacement projects only:** The length of the bridge must equal or exceed 20 feet.

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

7. **Bridge Rehabilitation/Replacement projects only**: The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

   Please note: In this 2016 solicitation, points will be awarded as part of the Risk Assessment for applicable projects that have completed this interchange approval process. In the next Regional Solicitation, applicable interchange projects will need to go through the approval prior to submitting an application (i.e., it will become a qualifying requirement). Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

Bicycle and Pedestrian Facilities Projects Only

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. **Multiuse Trails on Active Railroad Right-of-Way:** All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

~~2.~~3. **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.

~~3.~~4. **Safe Routes to School projects only:** All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. 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.

   ☐ 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.

~~4.~~5. **Safe Routes to School projects only:** The applicant must have a Safe Routes to School plan established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Mao Yang (Mao.Yang@state.mn.us; 651-366-3827) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

   ☐ Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Transit and Travel Demand Management (TDM) Projects Only

1. **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.

2. **Transit Expansion projects only:** The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

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

3. **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. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application.

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

Regional Solicitation for Transportation Projects in 2020 and 2021 Application

January 6, 2016

Complete and submit the following online application **by 4:00 PM on July 15, 2016**.

For questions contact (Elaine Koutsoukos) at (elaine.koutsoukos@metc.state.mn)

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. APPLICATION 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
- ☐ Bridge Rehabilitation/Reconstruction

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 400 words):

10. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION – will be used in TIP if the project is selected for funding (link to TIP description guidance):

11. PROJECT LENGTH (to the nearest one-tenth of a mile):

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):
12. FEDERAL AMOUNT: $
13. MATCH AMOUNT: $ (Minimum of 20% of the project total)
14. PROJECT TOTAL: $
15. MATCH PERCENTAGE (Minimum of 20%): (Compute the match percentage by dividing the match amount by the project total)
16. SOURCE OF MATCH FUNDS (A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources):
17. PROGRAM YEARS (Check all years that are feasible): ☐ 2018 (TDM Only) ☐ 2019 (TDM Only) ☐ 2020 ☐ 2021
18. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): ☐ 2017 ☐ 2018 ☐ 2019

IV. REQUIRED ATTACHMENTS

19. MAPS:

- A map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components upon completion of the project.

- A photograph or Google Street View screen capture (or similar) showing the existing conditions within the project area.

- **For Roadway Expansion, Roadway Reconstruction/Modernization, and Roadway System Management projects only:** The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information. *This report must be attached within the web-based application form for Measure 5A (Congestion Reduction/Air Quality).*

- **For Safe Routes to School Projects only:** The completed travel tally and parent survey results from the SRTS planning process. The travel tally form can be found on the Minnesota Department of Transportation (MnDOT) SRTS website: http://www.saferoutesinfo.org/sites/default/files/resources/SRTS_Two_Day_Tally.pdf. *The travel tally and parent survey results must be attached within the web-based application form for Measure 2A (Usage).*

- All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Attachment/upload locations are placed throughout all appropriate web-based application forms.

20. 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.

- 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 commit to providing the service or manage the contract for the service provider.

21. 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 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.

- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.

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.

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) _____

NAME OF TRAIL/PED FACILITY: _____ (i.e., CEDAR LAKE TRAIL)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:_____

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

OR At: _____

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.

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

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

ROAD/ROUTE NO. _____ (i.e., 53 FOR CSAH 53)

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) _____

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:_____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

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.

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) _____

NAME OF PARK AND RIDE OR TRANSIT STATION: _____
(i.e., MAPLE GROVE TRANSIT STATION)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:_____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

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 TAB-Eligible Project Costs

Fill out the scoping sheet below and provide the estimate of TAB- eligible costs 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 solely 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. Per TAB direction, the project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Please use 2016 cost estimates for all project elements including transit vehicle and operating costs. The TAB may apply an inflation factor to awarded projects. If TAB includes an inflation factor, then all project elements will be inflated, unlike past years, when only certain project elements were inflated.

It is important that applicants accurately break out costs for the project's various multimodal elements. These costs will be used, in part, to help determine the score for the Multimodal Facilities scoring criterion. If no dollar amount is placed in the cost estimate form below, than it will be assumed that no multimodal elements are included with the project.

TAB-ELIGIBLE 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**	**$**
☐	**Noise Wall (do not include in cost effectiveness measure)**	**$**

☐	**Traffic Signals**	**$**
☐	**Wetland Mitigation**	**$**
☐	**Other Natural and Cultural Resource Protection**	**$**
☐	**Railroad Crossing**	**$**
☐	**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.)**	**$**
☐	**Vehicles**	**$**
☐	**Contingencies**	**$**
☐	**Right-of-Way**	**$**
☐	**Other Transit and TDM Elements**	**$**
TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS		**$**
Transit Operating Costs		
☐	**Transit Operating Costs**	**$**
☐	**TDM Operating Costs**	**$**
TOTAL TAB-ELIGIBLE TRANSIT AND TDM OPERATING COSTS		**$**
TOTAL TAB-ELIGIBLE COSTS		**$**

Risk Assessment

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects, transit vehicle purchases, or travel demand management (TDM) projects.

1) Project Scope (5 Percent of Points)

100% ☐ Meetings or contacts with stakeholders have occurred
40% ☐ Stakeholders have been identified
0% ☐ Stakeholders have not been identified or contacted

2) Layout or Preliminary Plan (5 Percent of Points)

100% ☐ Layout or Preliminary Plan completed
50% ☐ Layout or Preliminary Plan started
0% ☐ Layout or Preliminary Plan has not been started

Anticipated date or date of completion: _____

3) Environmental Documentation (~~10~~ 5 Percent of Points)

☐EIS ☐EA ☐PM

Document Status:
100% ☐ Document approved (include copy of signed cover sheet)
75% ☐ Document submitted to State Aid for review (date submitted:_____)
50% ☐ Document in progress; environmental impacts identified; review request letters sent
0% ☐ Document not started

Anticipated date or date of completion/approval: _____

4) Review of Section 106 Historic Resources (10 Percent of Points)

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
80% ☐ Historic/archeological review under way; determination of "no historic properties affected" or "no adverse effect" anticipated
40% ☐ Historic/archeological review under way; determination of "adverse effect" anticipated
0% ☐ Unsure if there are any historic/archaeological resources in the project area.

Anticipated date or date of completion of historic/archeological review: _____
Project is located on an identified historic bridge: ☐

5) Review of Section 4f/6f Resources (10 Percent of Points)

4(f) – Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) – Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

100% ☐ No Section 4f/6f resources located in or adjacent to the project
100% ☐ Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)
80% ☐ Section 4f resources present within the project area, but no adverse effects
50% ☐ Project impacts to Section 4f/6f resources likely – coordination/documentation has begun
30% ☐ Project impacts to Section 4f/6f resources likely – coordination/documentation has not begun
0% ☐ Unsure if there are any impacts to Section 4f/6f resources in the project area

6) Right-of-Way (15 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements not required
100% ☐ Right-of-way, permanent or temporary easements has/have been acquired
75% ☐ Right-of-way, permanent or temporary easements required, offers made
50% ☐ Right-of-way, permanent or temporary easements required, appraisals made
25% ☐ Right-of-way, permanent or temporary easements required, parcels identified
0% ☐ Right-of-way, permanent or temporary easements required, parcels not identified
0% ☐ Right-of-way, permanent or temporary easements identification has not been completed

Anticipated date or date of acquisition _____

7) Railroad Involvement (~~20~~ 25 Percent of Points)

100% ☐ No railroad involvement on project
100% ☐ Railroad Right-of-Way Agreement is executed (include signature page)
60% ☐ Railroad Right-of-Way Agreement required; Agreement has been initiated
40% ☐ Railroad Right-of-Way Agreement required; negotiations have begun
0% ☐ Railroad Right-of-Way Agreement required; negotiations not begun

Anticipated date or date of executed Agreement _____

8) Interchange Approval (15 Percent of Points)*

100% ☐ Project does not involve construction of a new/expanded interchange or new interchange ramps
100% ☐ Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee
0% ☐ Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

9) Construction Documents/Plan (10 Percent of Points)

100% ☐ Construction plans completed/approved (include signed title sheet)
75% ☐ Construction plans submitted to State Aid for review

50% ☐ Construction plans in progress; at least 30% completion
0% ☐ Construction plans have not been started

Anticipated date or date of completion: _____

10) Letting

Anticipated Letting Date: _____