

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**Information Item**

**DATE:** July 25, 2017  
**TO:** Technical Advisory Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Regional Solicitation Update: Safe Routes to School and Pedestrian Facilities

Attached are the Safe Routes to School and Pedestrian Facilities applications with changes tracked for consideration.

# Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

July 11, 2017

**Definition:** An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site.

## Examples of Safe Routes to School Infrastructure Projects:

- Sidewalks benefiting people going to the school
- Multiuse trails benefiting people going to the school
- Improved crossings benefiting people going to the school
- Multiple improvements

## Scoring:

Criteria and Measures	Points	% of Total Points
<b>1. Relationship between Safe Routes to School Program Elements</b>	<b>250</b>	<b><del>25</del>23%</b>
Measure A - Describe how project addresses 5 Es* of SRTS program	250	
<b>2. Potential Usage</b>	<b>250</b>	<b><del>25</del>23%</b>
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
<b>3. Equity and Housing Performance</b>	<b>120</b>	<b><del>12</del>11%</b>
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
<b>4. Deficiencies and Safety</b>	<b>250</b>	<b><del>25</del>23%</b>
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety or security addressed	150	
<b>5. Public Engagement/Risk Assessment</b>	<b>130</b>	<b>12%</b>
Measure A - Public engagement process	45	
Measure B - Risk Assessment Form	85	
<b>Sub-Total</b>	<b>1,000</b>	<b>100%</b>
<b>6. Cost Effectiveness</b>	100	<b>9%</b>
Measure A – Cost effectiveness ( <del>total project cost</del> /total points awarded/ total project cost/)	100	
<b>Total</b>	<b>1,100</b>	

\* The 5 Es of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement.

**1. Relationship between Safe Routes to School Program Elements (250 Points)** - This criterion assesses the program's ability to integrate the Safe Routes to School Program Elements: Engineering, Education, Enforcement, Encouragement, and Evaluation (the 5 E's).

- A. **MEASURE:** Describe how the SRTS program associated with the project addresses or integrates the 5 Es. The response should include examples, collaborations or partnerships, and planned activities in the near-term (within five years) to further illustrate the incorporation of the 5Es into the SRTS program associated with the project.

MnDOT Safe Routes to School guidance defines these elements as follows:

- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways. (0-50 points)
- **Education** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools. (0-50 points)
- **Enforcement** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of the schools (this includes enforcement of speeds, yielding to pedestrians, and proper walking and bicycling behaviors) and initiating community enforcements such as a crossing guard program. (0-50 points)
- **Encouragement** - Using events and activities to promote walking and bicycling. (0-50 points)
- **Evaluation** - Monitoring and documenting outcomes and trends through the collection of data before and after the project(s). (0-50 points)

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

### 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 (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. (170 Points)

***RESPONSE:***

- Average percent of student population: \_\_\_\_\_

**SCORING GUIDANCE (170 Points)**

The applicant with the highest average share of student population that currently bikes, walks, or takes public transportation to school will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 15 percent of the students and the top project had 30 points, this applicant would receive  $(0.15/0.30) * 170$  points or 85 points.

- B. ***MEASURE:*** Student population within one mile of the elementary school, middle school, or high school served by the project.

***RESPONSE:***

- Student population within one mile of the school: \_\_\_\_\_

**SCORING GUIDANCE (80 Points)**

The applicant with the highest student population within one mile of the school will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 150 students and the top project had 300 points, this applicant would receive  $(150/300) * 80$  points or 40 points.

**3. Equity and 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-Economic Conditions” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Socio-Economic Conditions” 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-Economic Conditions” map):

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):  ~~(0 to 50 Points)~~ (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty:  ~~(0 to 40 Points)~~ (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color:  ~~(0 to 31 Points)~~ (up to 60% of maximum score)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes students, people with disabilities, or the elderly:  ~~(0 to 19 Points)~~ (up to 40% of maximum score)

Any school identified as part of a proposal will capture the highest-scoring geography located on the route OR within ½-mile of the school (in order to capture the walkshed)

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

SCORING GUIDANCE (50 Points)

Based on the “Socio-Economic Conditions” 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 (2,800 or fewer characters or fewer). 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 sewer development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

**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 sewer 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, correct deficiencies, and/or fix a safety problem.

- A. **MEASURE:** Reference the “RBTN Evaluation and Major Barriers” map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian/bicycle network serving a K-12 school. The applicant should include a description of barriers and gap improvements for the project in context with the existing bicycle or pedestrian network serving the school(s). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle and pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

*RESPONSE (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.

*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~~76 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): ~~101~~76 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, and any additional descriptive information should be included in the discussion of the engagement process. As part of the required attachments, copies of all parent survey results must also be attached to the application. The applicant should note if parent surveys were not collected as part of the SRTS planning process.

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

**SCORING GUIDANCE (45 Points)**

The applicant will be scored on the comprehensiveness and quality of the planned public engagement activities. Additionally, applicants with a project selected through a public engagement process should score higher than projects without this engagement step. Community support, as displayed through parent surveys and stakeholder contacts, should also be considered in the scoring. Note: parent surveys are attached for MnDOT informational purposes only.

The project with the most extensive near-term engagement process (current year through project construction year), including any completed engagement activities for the proposed project, will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

- B. **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 (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  $(40/70)*50$  points or 29 points.

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

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

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

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

- Total Project Cost (entered in Project Cost Form): \_\_\_\_\_

**SCORING GUIDANCE (100 Points)**

The applicant with the most points (i.e., the benefits) per dollar ~~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 received .0005 points per dollar ~~had 35,000~~ and the application being ~~scored~~ scored received .00025 points per dollar ~~had 70,000~~, this applicant would receive  $(.00025 \times 35,000 / .0005 \times 70,000) \times 100$  points or 50 points.

**TOTAL: 1,100 POINTS**

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

July 12, 2017

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
<b>1. Role in the Regional Transportation System and Economy</b>	<del>150</del> <b>300</b>	<del>29</del> <b>15</b> %
Measure A - Connection to Jobs and Educational Institutions	150	
<b>2. Potential Usage</b>	<b>150</b>	<b>15</b> %
Measure A-B - Existing population within 1/2 mile ( <u>potential usage</u> )	150	
<b>3. Equity and Housing Performance</b>	<b>120</b>	<del>12</del> <b>11</b> %
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
<b>4. Deficiencies and Safety</b>	<b>300</b>	<del>30</del> <b>27</b> %
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies corrected or safety problems addressed	180	
<b>5. Multimodal Facilities and Existing Connections</b>	<b>150</b>	<del>15</del> <b>14</b> %
Measure A - Transit or bicycle elements of the project and connections	150	
<b>6. Risk Assessment</b>	<b>130</b>	<del>13</del> <b>12</b> %
Measure A - Risk Assessment Form	130	
<b>Sub-Total</b>	<b>1,000</b>	<b>100</b> %
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9</b> %
Measure A – Cost effectiveness ( <del>total project cost</del> /total points awarded/ <u>total project cost</u> )	100	
<b>Total</b>	<b>1,100</b>	

**1. Role in the Regional Transportation System and Economy (150-300 Points)** - This criterion measures the regional significance of the project, including the project’s connections to jobs, and Educational Institutions, as defined in ThriveMSP 2040 and people.

- A. **MEASURE:** Reference the “Regional Economy” map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/2 mile of the project. Existing employment will be measured by summing the employment located in the Census block groups that intersect the 1/2-mile buffer. Enrollment at public and private post-secondary institutions will also be measured.

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

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

- Existing Employment Within One-Half Mile: \_\_\_\_\_
- Existing Post-Secondary Enrollment Within One-Half Mile: \_\_\_\_\_

**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.

~~**2. Potential Usage (150 Points)**—This criterion quantifies the project’s potential usage based on the existing population adjacent to the project.~~

- B. **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 One-Half 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.

**2. 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-Economic Conditions” map generated at the beginning of the application process. Identify the project’s location as it applies in the listed responses below. 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.

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

**RESPONSE (Select one, based on the “Socio-Economic Conditions” map):**

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):  ~~(0 to 50 Points)~~ (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty:  ~~(0 to 40 Points)~~ (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color:  ~~(0 to 31 Points)~~ (up to 60% of maximum score)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  ~~(0 to 19 Points)~~ (up to 40% of maximum score)

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

**SCORING GUIDANCE (50 Points)**

Based on the “Socio-Economic Conditions” 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 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

## Pedestrian Facilities

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.

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. 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.

**3. 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 connects system segments in the pedestrian network. The applicant should include a description of barriers and gap improvements for the project. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. [The description should also include details of any project elements that advance needs prioritized in an ADA Transition Plan.](#) (120 Points)

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

**SCORING GUIDANCE (120 Points)**

The applicant will receive up to 120 points if the response shows that the project overcomes a physical barrier or system gap. The project that most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not fulfill the intent of the measure will receive 0 points.

- B. **MEASURE:** Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. 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.

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~~ 101 to 180 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 120 points based on the quality of the project and response: 0 to 120 Points

**4. Multimodal Elements and Connections (150 Points Points)** - This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

- A. **MEASURE:** Discuss any transit or bicycle elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and bicycle connections. Furthermore, address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why mode may not be incorporated into the project.

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

**SCORING GUIDANCE (150 Points)**

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

**5. 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.

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  $(40/70)*50$  points or 29 points.

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

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

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

- Total Project Cost (entered in Project Cost Form): \_\_\_\_\_

**SCORING GUIDANCE (100 Points)**

The applicant with the most points (i.e., the benefits) per dollar ~~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 received .0005 points per dollar ~~had 35,000~~ and the application being scored received .00025 points per dollar, ~~had 70,000,~~ this applicant would receive  $(.00025/.0005 \times 35,000/70,000) * 100$  points or 50 points.

**TOTAL: 1,100 POINTS**