

TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, January 3, 2018

Metropolitan Council

9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of December 6, 2017 Minutes**
4. **TAB Report**
5. **Committee Reports**
 - **Executive Committee** (Lisa Freese, Chair)
 - **Planning Committee** (Lisa Freese, Chair)
 - a. **2018-02 Functional Classification Map for Regional Solicitation**
 - b. **2018-08 MnDOT MOU On Performance Measures**
 - **Funding & Programming Committee** (Paul Oehme, Chair)
 - a. **2018-05 Scope Change: Metro Transit**
 - b. **2018-06 TIP Amendment: Metro Transit**
 - c. **2018-07 Scope Change: MnDOT TH 41 Signals**
 - d. **2018-09 Scope Change: West St. Paul**
 - e. **2018-03 Regional Solicitation: Accept Public Comments**
 - f. **2018-04 Regional Solicitation: Adopt for Release**
6. **Special Agenda Items**
 - **MnDOT Project Selection Process** (Philip Schaffner, MnDOT)
 - **TPP Update: Congestion Management Process** (Dave Burns, MTS)
 - **Transit On Board Survey** (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 this month. Contact Joe Barbeau with questions at 651-602-1705.

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, December 6, 2017
9:00 A.M.**

Members Present: Jack Forslund, John Sass, Bob Byers, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Brian Isaacson, Bridget Rief, Dave Jacobson, Jeff Rossate, Peter Dahlberg, Danny McCullough, Karl Keel, Jean Keely, Steve Albrecht, Michael Thompson, Kim Lindquist, Robert Ellis, Jim Kosluchar, Jen Hager, Jack Byers, Paul Kurtz (Excused: Innocent Eyoh, Adam Harrington)

1. Call to Order

The meeting was called to order by Steve Albrecht at 9:05 a.m.

2. Approval of Agenda

Steve Albrecht recommended switching the Corridors of Commerce presentation with the TPP Highway presentation. A motion to approve the agenda was moved by Brian Isaacson and seconded by Dave Jacobson. No discussion. Motion passed.

3. Approval of Minutes

A motion to approve the minutes was moved by Brian Isaacson and seconded by Karl Keel. Motion passed.

4. TAB Report

Committee Reports

A. Executive Committee (Steve Albrecht, Chair)

The Executive Committee reviewed today's agenda. Steve Albrecht introduced Robert Ellis to report on the Nominating Committee activities.

Robert Ellis reported the conclusions of the Nominating Committee. The group decided to continue the "city-county-agency" rotation. Tim Mayasich reached out to the counties to gauge if there was interest in chairing TAC, and Lisa Freese volunteered.

Lisa Freese thanked the committee, and asked that anyone interested in being Vice Chair or a committee chair reach out to her.

B. Planning Committee (Lisa Freese, Chair)

Lisa Freese reported the results of the Planning Committee.

2017-37 Functional Classification Change: Stillwater Bridge. Lisa Freese introduced the item. There were no questions. Lisa Freese moved and Jan Lucke seconded the recommended motion. Motion passed.

2017-38 Regional Solicitation: Adopt Regional Bicycle Transportation Network. Lisa Freese introduced the item. There were no questions. Lisa Freese moved and Danny McCullough seconded the recommended motion. Motion passed.

2017-39 Metropolitan Airports Commission 2018-2023 Capital Improvement Program. Lisa Freese presented the item. There were no questions. Lisa Freese moved and Elaine Koutsoukos seconded the recommended motion. Motion passed.

2017-41 Proposed Safety Performance Measures and Short-Term Goals. Lisa Freese introduced the. There were no questions. Lisa Freese moved and Brian Isaacson seconded the recommended motion. Motion passed.

C. Funding and Programming Committee (Tim Mayasich, Chair)

Joe Barbeau reported on the committee's work at the previous meeting.

2017-44 TIP Amendment: MnDOT Highway 169. Joe Barbeau presented this item. Karl Keel moved and Michael Thompson seconded the recommended motion. Motion passed.

2018 Regional Solicitation: Signal Re-Timing. Joe Barbeau presented some alternate language choices for the solicitation. Jen Hager recommended changing the word "phases" to "saturation flow rate."

6. Special Agenda Items

Corridors of Commerce. (Patrick Weidemann, MnDOT) Patrick Weidemann presented on the public comment process for the Corridors of Commerce program. Steve Bot asked who determines what the regional balance should be. Patrick Weidemann responded that MnDOT leadership will make that decision based on public comment. Jack Byers asked how the "commerce" component comes through in scoring. Patrick Weidemann responded that there is work beyond traditional scoring factors, with criteria from legislature. Karl Keel said that if the economy is the primary driver, but the point values are lower than the other categories because of the dataset being used, a subjective measure may need to be used instead. Michael Thompson asked about the input from DEED and their TED program. Patrick Weidemann the TED program was an isolated amount, so the subjective measures were more appropriate. Larger corridors are harder to measure with subjective responses.

Steve Peterson asked about the four-year construction window with potential conflicts on parallel corridors. Patrick Weidemann responded that that project needs to be let within four years, not construction started. The STIP can be amended if adding components that are not currently in the STIP. Steve Bot asked if MnDOT changes scoring criteria from year to year on its programming projects. Brian Isaacson responded that MnDOT is constantly changing its scoring criteria for various programs.

TPP Update: Highway and Freight Investment. (Steve Peterson, MTS) Steve Peterson presented an overview of the draft Highways chapter content.

Steve Peterson also informed the group that the Aviation chapter of the TPP is now available online. Send Katie White any comments.

7. Agency Reports

There were no agency reports.

8. Other Business and Adjournment

Elaine Koutsoukos said that the Regional Solicitation public comment period closes on Friday. There is one comment so far.

Brian Isaacson thanked Steve Albrecht for his work as time as TAC Chair.

There being no other business, the meeting adjourned at 1110:24AM.

Prepared by:

Katie White

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL 2018-02

DATE: December 20, 2017
TO: TAC
FROM: TAC Planning
PREPARED BY: Rachel Wiken, Planner, 651-602-1572
SUBJECT: Roadway Functional Classification Map for the Seven-County Twin Cities Region
REQUESTED ACTION: Recommend adoption of the Roadway Functional Classification Map for the Seven-County Region
RECOMMENDED MOTION: That the Transportation Advisory Board adopt the Roadway Functional Classification Map for the Seven-County Twin Cities Region.

BACKGROUND AND PURPOSE OF ACTION: The regional solicitation process is conducted biennially to allocate federal transportation funds. Federal rules allow recipients of these funds to focus or target them to meet defined regional needs. Roadway improvement projects must be on roadways functionally classified as A- Minor Arterials or Non-Freeway Principal Arterials to be eligible for federal funds in the regional solicitation.

The Technical Advisory Committee has approved a number of roadway functional classification changes since the 2016 regional solicitation, and these changes have been recorded in the official map. The TAB will adopt the roadway functional classification map to provide an official map for applicants and project reviewers to use as a resource in determining project eligibility in the next regional solicitation.

The map will be made available on the Metropolitan Council's website and will be referenced in the next regional solicitation package, which is scheduled to be released in Spring 2018.

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. The TAB adopts a functional classification map with the approved changes.

STAFF ANALYSIS: If closer review is desired, contact Rachel Wiken for GIS data or detailed map of smaller area.

COMMITTEE ACTION: TAC Planning had no questions and moved to recommend approval of the map for use in the Regional Solicitation.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|-------------------------------|-------------------------|-----------------------|
| TAC Planning Committee | Review & Recommend | 12-14-17 |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review and Adopt | |

Functional Classification Changes Made to the Regional TAB-Adopted Map since 2016

(Changes made between Feb 2016 and Dec 2017)

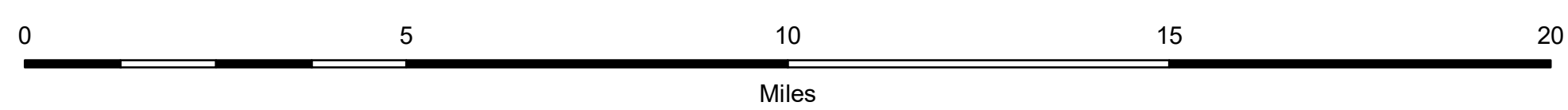
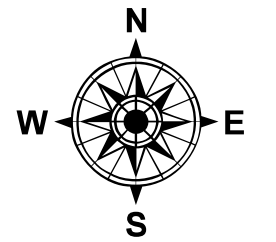
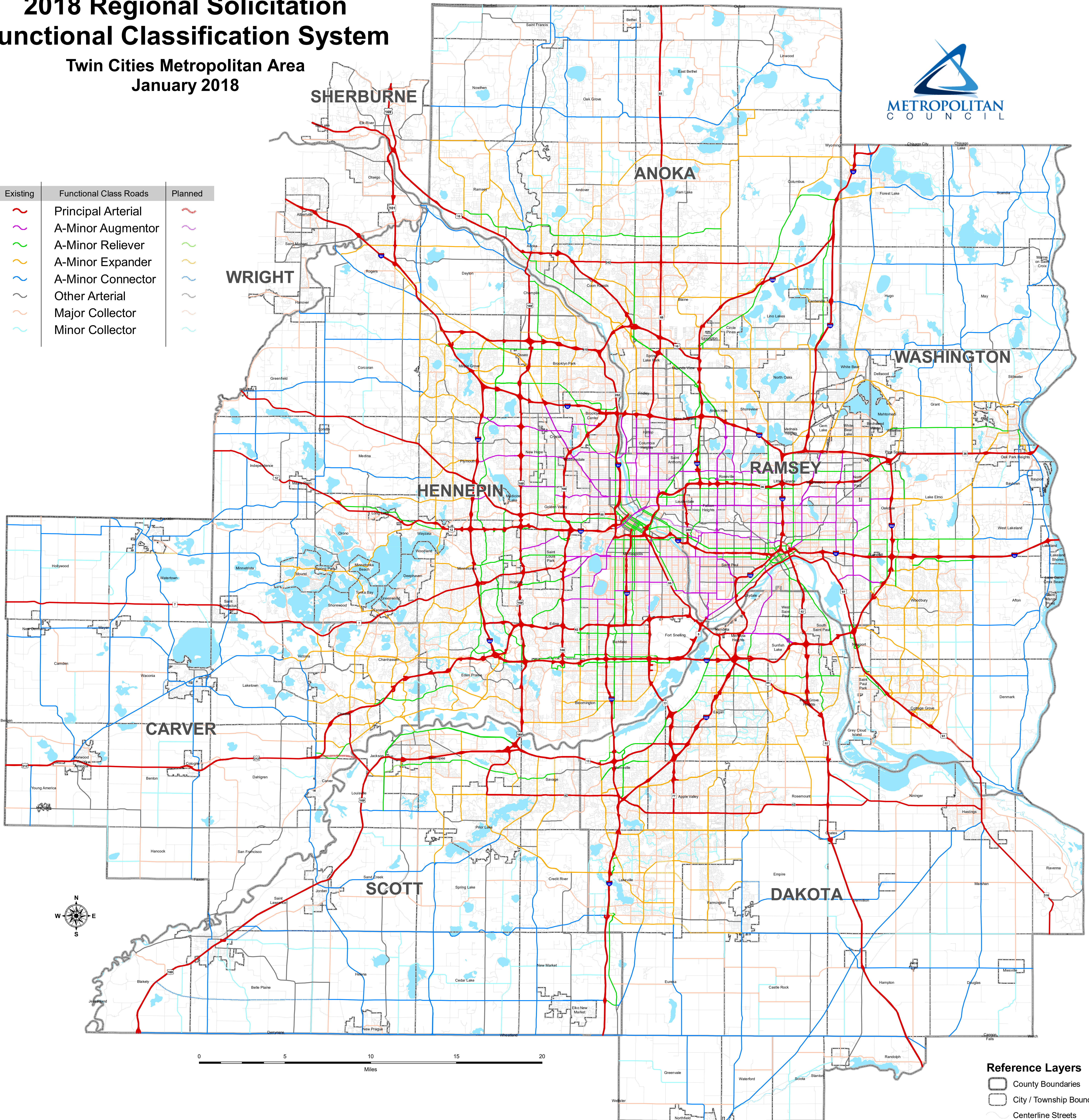
| TAC Planning Date | ID | APPLICANT | NAME | ROAD_FROM | ROAD_TO | EXISTING | Original Fun.Class | Requested Fun.Class | NOTES |
|-------------------|------|-----------------|-------------------------|------------|-------------------|----------|--------------------|---------------------|--|
| 3/10/2016 | 1340 | SCOTT COUNTY | CR 60 / CR 1 | 169 | CR 6 | Existing | Local | Major Collector | CR 60 upgraded to Collector, CR 1 downgraded to local |
| 11/16/2016 | 1341 | CARVER COUNTY | CSAH 10 NEW SEGMENT | CURRENT 10 | TH 5 | Planned | NA | A-Minor Connector | |
| 1/12/2017 | 1342 | SCOTT COUNTY | CSAH 16 EXTENSION | CR 15 | CSAH 69 | Planned | NA | A-Minor Reliever | |
| 4/13/2017 | 1344 | CITY OF ST PAUL | Cayuga | Jackson | Phalen | Existing | Major Collector | Other Arterial | |
| 4/13/2017 | 1345 | CITY OF ST PAUL | Westminster / Arkwright | Cayuga | Maryland | Existing | Local | Major Collector | |
| 4/13/2017 | 1346 | CITY OF ST PAUL | Burr | Minnehaha | Case | Existing | Major Collector | Local | |
| 9/14/2017 | 1349 | HENNEPIN COUNTY | LOWRY AVE | BROADWAY | NEW BRIGHTON BLVD | Existing | Other Arterial | A-Minor Augmentor | includes short section of St Anthony Blvd on east end |
| 9/14/2017 | 1350 | HENNEPIN COUNTY | VERNON | HWY 62 | HWY 100 | Existing | Other Arterial | A-Minor Reliever | |
| 11/9/2017 | 1351 | MnDOT | TH95 | TH36 | CHESTNUT | Existing | Principal Arterial | A-Minor Connector | Related to Stillwater bridge opening |
| 11/9/2017 | 1352 | MnDOT | CHESTNUT STREET | 95 | STATELINE | Existing | Principal Arterial | Local | Related to Stillwater bridge opening |
| NA | 1343 | METC | Peony Lane | CR 47 | 54th | Existing | A-Minor Expander | A-Minor Exp | Planned to existing once road opened |
| NA | 1353 | METC | Highway 610 | I-94 | Existing 610 | Existing | NA | Principal Arterial | Shown as under construction in last TPP, included in dataset once opened |
| NA | 1354 | METC | Stillwater Bridge | MN95 | WI | Existing | NA | Principal Arterial | Shown as under construction in last TPP, included in dataset once opened |

2018 Regional Solicitation Functional Classification System

Twin Cities Metropolitan Area
January 2018



| Existing | Functional Class Roads | Planned |
|----------|------------------------|---------|
| | Principal Arterial | |
| | A-Minor Augmentor | |
| | A-Minor Reliever | |
| | A-Minor Expander | |
| | A-Minor Connector | |
| | Other Arterial | |
| | Major Collector | |
| | Minor Collector | |



- Reference Layers**
- County Boundaries
 - City / Township Boundaries
 - Centerline Streets
 - Lakes and Rivers

ACTION TRANSMITTAL 2018-08

DATE: December 20, 2017
TO: TAC
FROM: TAC Planning
PREPARED BY: Katie White, Senior Planner, 651-602-1716
SUBJECT: Performance Measures Memorandum of Understanding
REQUESTED ACTION: Request that the Transportation Advisory Board recommend adoption of the memorandum of understanding for performance measures between the Metropolitan Council and MnDOT, and recommend adoption to the Metropolitan Council.
RECOMMENDED MOTION: Recommend adoption of the metropolitan planning organization memorandum of understanding for performance measures for the Twin Cities Metropolitan Area.

BACKGROUND AND PURPOSE OF ACTION: Per federal regulations, the Council must select performance targets for required federal performance measures in coordination with MnDOT. These performance measures and associated targets are critical in tracking the performance of the region's transportation network and ensuring that the Council's planning and project programming processes are geared towards meeting specific regional objectives. Both MnDOT and the Council must establish targets either annually or on a 2- or 4-year basis. MnDOT is responsible for establishing state-wide targets, after which the Council has 6 months to either support the state targets or adopt different targets. In either case, the Council must report both the targets and all data associated with the performance measures to MnDOT who, in turn, report the measures to the Federal Highway Administration. The establishment of this MOU will allow for the structured coordination of this process and help ensure both MnDOT and the Council meet federal reporting requirements.

The MOU is intended to formalize the working relationship between the Council and MnDOT on performance measures. A separate procedures document has been drafted by MnDOT to lay out the specifics of the relationship with regard to timing, reporting, and agency responsibilities. The procedures document will be amended as needed, while this MOU will be modified less frequently.

RELATIONSHIP TO REGIONAL POLICY: This MOU is a requirement of USDOT and MnDOT.

COMMITTEE ACTION: TAC Planning recommend adoption of the MOU.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|--|-------------------------|-----------------------|
| TAC Planning Committee | Review & Recommend | 12-14-17 |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review & Recommend | |
| Metropolitan Council Transportation Committee | Review & Recommend | |
| Metropolitan Council | Review & Adopt | |

MEMORANDUM OF UNDERSTANDING (MOU)

BETWEEN

**THE MINNESOTA DEPARTMENT OF TRANSPORTATION (MNDOT) AND THE METROPOLITAN COUNCIL
(MPO AND PUBLIC TRANSPORTATION PROVIDER)**

1. **PURPOSE AND SCOPE.** The purpose of this MOU is to support a performance-based approach to the metropolitan transportation planning and programming process as specified in 23 USC 134 (h)(2), 23 USC 135(d)(2), 49 USC 5303(h)(2), 49 USC 5304(d)(2), 23 CFR 450.206(c), 23 CFR 450.314(h), and 49 CFR 613.
2. **RESPONSIBILITIES.** To the extent practicable, MnDOT, the MPO and the Public Transportation Provider will work cooperatively to:
 - 2.1. Develop and share information related to transportation performance data.
 - 2.2. Select performance targets.
 - 2.3. Promptly report performance targets whenever a target is adopted or changed.
 - 2.4. Follow the specific procedures identified in the most current version of the Performance Planning Target Setting Procedures document. The document will be maintained by the MPO Coordinator within the MnDOT Office of Transportation System Management.
3. **CONTRACTUAL OBLIGATIONS.** This MOU is not a legally binding agreement and creates no legally binding obligations for any party. Any party may, upon written notice, amend, or discontinue its role outlined in the MOU. Because of this mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above including working together to comply with federal and state laws.
4. **GOVERNMENT DATA.** The parties acknowledge that this MOU, as well as any data created, collected, stored, or received under the terms of this MOU, are “Government Data” within the meaning of the Minnesota Government Data Practices Act (Minnesota Statutes chapter 13), and that they must comply with the provisions of the Act as it relates to such data.
5. **EFFECTIVE DATE.** This MOU shall be effective when all appropriate signatures have been obtained by MnDOT, the MPO, and the Public Transportation Provider.
6. **MODIFICATION.** Any amendments to this MOU must be mutually agreed to in writing.
7. **TERMINATION.** The terms of this MOU may be terminated by any one of the parties by giving 90 days written notice to each of the other parties. This MOU will remain in effect until terminated as provided in this clause, or until replaced by a new MOU.

The remainder of this page intentionally left blank.

I concur with this Memorandum of Understanding

Minnesota Department of
Transportation

Maple Grove Transit

By: _____
(with delegated authority)

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

MnDOT Contract Management
(as to form)

Minnesota Valley Transit Authority

By: _____

By: _____

Date: _____

Title: _____

Date: _____

Metropolitan Council

Plymouth MetroLink

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

SouthWest Transit

By: _____

Title: _____

Date: _____

Performance Planning Target Setting Procedures

Version: 1.1

Effective Date: November 29, 2017

Contact: Bobbi Retzlaff, Office of Transportation System Management, MPO Coordinator;
bobbi.retzlaff@state.mn.us; 651-366-3793

Overview

History

| Version | Description | Date |
|---------|---|-------------|
| 1.0 | Initial document describing the procedures for performance planning related to Highway Safety Improvement Program, Transit Asset Management, and State Asset Management Plan. | August 2017 |
| 1.1 | Added contracts number for Grand Forks/East Grand Forks MPO and Fargo-Moorhead Council of Governments. | 11/29/2017 |

Purpose Statement

Federal law and regulations (23 USC 134(g)(2)(B), 23 USC 135((d)(2)(B), 23 CFR 450.314(h)) direct the State DOT, MPOs and public transportation providers to jointly agree upon and develop specific written provisions for cooperatively:

- Developing and sharing information related to transportation performance data
- Selecting performance targets
- Reporting performance targets
- Reporting performance used in tracking process toward attainment of critical outcomes for the MPO region
- Collecting data for the State asset management plan for the National Highway System.

This document details the procedures the State DOT, MPOs and public transportation providers will use related to performance planning. The document is divided into separate sections related to each performance planning area:

- National Performance Management Measures for the Highway Safety Improvement Program (23 CFR 490, Subpart B)
- Transit Asset Management (49 CFR 625)
- State asset management plan (23 CFR 515)

Each section provides a brief background, identifies to whom the requirement applies, and lists the responsibilities of each affected party.

Additional sections will be added to address:

- National Performance Management Measures for Assessing Pavement Condition (23 CFR 490, Subpart C)
- National Performance Management Measures for Assessing Bridge Condition (23 CFR 490, Subpart D)
- National Performance Management Measures to Assess Performance of the National Highway System (23 CFR 490, Subpart E)
- National Performance Management Measures to Assess Freight Movement on the Interstate System (23 CFR 490, Subpart F)
- National Performance Management Measures for Assessing the Congestion Mitigation and Air Quality Improvement Program – Traffic Congestion (23 CFR 490, Subpart G)
- National Performance Management Measures for Assessing the Congestion Mitigation and Air Quality Improvement Program – On-Road Mobile Source Emissions (23 CFR 490, Subpart H)
- Transit Safety (to be added once final rules published)

MnDOT, the MPOs and the public transportation providers agree to follow these procedures, regularly review and update the procedures as needed according to their respective Memorandums of Understanding (MnDOT Contract Numbers 1029078 (LAPC), 1029079 (MIC), 1029080 (APO), 1029081 (MAPO), 1029082 (ROCOG), 1029083 (Council), 1029703 (FMCOG), and 1029704 (GFEGF)).

Repository of Procedure

The MnDOT Office of Transportation System Management (OTSM) retains the master copy of the procedures and all previous versions. Electronic copies are provided to the MPOs and public transportation providers after each revision. Additional copies are available upon request.

Highway Safety Improvement Program Performance

Background

There are five performance measures identified in 23 CFR 490.207(a):

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

The measures apply to all public roadways. State DOTs and MPOs must annually establish performance targets for these measures.

Applicability

The requirements of the Highway Safety Improvement Program apply to:

- MnDOT
- MPOs

Responsibilities

MnDOT

The MnDOT Office of Traffic, Safety & Technology (OTST) is the lead MnDOT office in developing the performance targets. OTST will:

- Develop targets annually in cooperation with the Minnesota Department of Public Safety and the MPOs.
- Coordinate with the MPOs on the establishment of targets to ensure consistency, to the maximum extent practicable. This includes at least one meeting, in the spring, with the MPOs to discuss/gather feedback on the proposed targets for the upcoming reporting year.
- Provide fatality and serious injury data to the MPOs once calendar year data is available.
- Update the MPOs, as needed or requested, on the status of the performance targets.
- Report the targets to FHWA in the State's HSIP annual report by August 31.
- Provide a copy of the submitted HSIP annual report to the MPOs.

OTSM will assist OTST in working with the MPOs.

MPOs

Each MPO will:

- Develop targets annually in cooperation with MnDOT.
- Coordinate with MnDOT on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for each performance measure for all public roadways in their metropolitan planning area within 180 days of August 31 by either:
 - Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure, or
 - Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.
- If the MPO committed to a quantifiable target different from the state target, annually report to OTSM the VMT estimate used for the targets and the methodology used to develop the estimate.

Transit Asset Management

Background

There are four performance measures identified in 49 CFR 625.43:

- Equipment: (non-revenue) service vehicles – percentage of vehicles that have either met or exceed their useful life benchmark
- Rolling stock – percentage of vehicles within a particular asset class that have either met or exceed their useful life benchmark
- Infrastructure: rail fixed-guideway track, signals and systems – percentage of track segments with performance restrictions
- Facilities – percentage of facilities within an asset class, rated below condition 3 on the TERM scale

Applicability

The requirements of the Transit Asset Management Program apply to:

- MnDOT
- MPOs
- Public transportation providers

Responsibilities

MnDOT

The MnDOT Office of Transit is the lead MnDOT office in developing the performance targets. OT will:

- Develop targets annually in cooperation with the MPOs and public transportation providers.
- Make the targets available to the MPOs and public transportation providers.
- Update the MPOs, as needed or requested, on the status of the performance targets.

OTSM will assist the Office of Transit in working with the MPOs.

MPOs

Each MPO will:

- Develop targets in cooperation with MnDOT and the public transportation provider.
- Coordinate with MnDOT and public transportation providers on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for each performance measure in their metropolitan planning area within 180 days of MnDOT or the public transportation provider setting targets by either:
 - Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure, or
 - Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.

- Revisit the targets when the MPO updates its Transportation Improvement Program and its metropolitan transportation plan.

Public Transportation Providers

Each public transportation provider will:

- Develop targets annually in coordination with MnDOT and the MPO.
- Make the transit asset management plan, any supporting records or documents performance targets, investment strategies, and the annual condition assessment report available to MnDOT and the MPO.
- Report the targets as defined 49 CFR 625.55. Provide this information to the MPO.

State Asset Management Plan

Background

State DOTs are required to develop and implement risk-based asset management plans for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system. State DOTs are required to submit the plans to FHWA and update the plans at least every four years.

At a minimum, the plans must include a summary of NHS pavement and bridge assets, regardless of ownership.

The majority of Minnesota's NHS is owned by MnDOT. MnDOT collects and analyzes condition and performance for all NHS pavement and bridges, regardless of ownership.

Applicability

The requirements of the State Asset Management Plan apply to MnDOT.

Responsibilities

The MnDOT Office of Transportation System Management is the lead office in preparing the State Asset Management Plan. OTSM will:

- Prepare and implement the state asset management plan.
- Update the state asset management plan at least every four years.
- Gather data on the condition and performance of the NHS, regardless of ownership.
- Share asset-related data, as requested, with the MPOs.
- Regularly share information related to the State Asset Management Plan with the MPOs. This includes plan updates, status updates, etc.

ACTION TRANSMITTAL No. 2018-05

DATE: December 21, 2017
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for Metro Transit's Penn Avenue (C-Line) Corridor Bus and Technology Improvements Project
REQUESTED ACTION: Metro Transit requests a scope change to its Penn Avenue (C-Line) Corridor Bus and Technology Improvements Project (SP # TRS-TCMT-17C and TRS-TCMT-17B) to add a new project electrifying buses and related charging equipment.
RECOMMENDED MOTION: That TAC recommend to the Transportation Advisory Board approval of a scope change request for Metro Transit's Penn Avenue (C-Line) Corridor Bus and Technology Improvements Project (SP # TRS-TCMT-17C and TRS-TCMT-17B) to add a new project electrifying buses and related charging equipment.

BACKGROUND AND PURPOSE OF ACTION: Metro Transit was awarded \$7,000,000 (\$7,420,000, after inflation adjustment) in Congestion Management and Air Quality (CMAQ) Program funds in the 2014 Regional Solicitation to purchase buses and technology for the Penn Avenue (C-Line) corridor. The project included:

- Three expansion 60-foot articulated buses
- Incremental capacity increase to purchase nine larger 60-foot buses (as opposed to planned 40-foot buses)
- Premium bus features, including three larger vehicle doors for faster service
- Ticket purchase and fare validation machines
- Electrical and communications connections (wireless, solar, or wired, as feasible)

The funds were obligated in 2017. Metro Transit was awarded discretionary funds that it wishes to use for the purchase of eight electric 60-foot buses and related charging equipment for use on the C-Line bus rapid transit (BRT) corridor. This will lead to complete electrification of eight of the 14 60' articulated buses anticipated for expanded and improved transit service on the corridor.

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 adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request accompanies this request.

STAFF ANALYSIS: This project was funded through the Transit Expansion category in the 2014 Regional Solicitation. The project scored 850 points out of a possible 1,000, 111 better than the next-ranked project, which was funded, and 218 better than the top-scoring unfunded project. Staff did not share the scope change request with scorers because the only possible score reduction could come from reduced cost effectiveness, as the total project cost rises from \$8.47M to \$11.45M. Staff added the new funding to the project and determined that reduced cost effectiveness (without accounting for the improved emissions that will likely result) would bring the project down to 822, which is significantly higher than all un-funded projects in the funding category.

None of the additional funding would be programmed through the Regional Solicitation. No project benefits or elements are being reduced. For these reasons, there is no need to consider a reduction in regional funds.

COMMITTEE COMMENTS AND ACTION: At its December 21, 2017, meeting, the Funding & Programming Committee voted unanimously to recommend that TAB approve the scope change as requested.

ROUTING

| TO | ACTION REQUESTED | COMPLETION DATE |
|-------------------------------------|-------------------------|------------------------|
| TAC Funding & Programming Committee | Review & Recommend | 12/21/2017 |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review & Approve | |



December 12, 2017

Tim Mayasich
Chair, TAC Funding and Programming
Metropolitan Council
390 Robert St N
St Paul MN 55101

Re: Scope Change to Reflect FTA Discretionary Grant for Electric Buses

Dear Mr. Mayasich,

This letter is to request that the Metropolitan Council TAC Funding & Programming Committee consider a scope change for the Penn Avenue Corridor Bus and Technology Improvements Project (SP # TRS-TCMT-17C and TRS-TCMT-17B). The scope change recognizes \$1.75 million of discretionary funds received from the Federal Transit Administration and local match for electric buses and equipment.

Metro Transit received funding through the 2014 Regional Solicitation for bus improvements in the Penn Avenue corridor. The base project funds added vehicles and larger-than-planned replacement vehicles, added bus features for customer experiences, and off-board fare equipment and infrastructure. A total of 12, 60-foot vehicles were included in the grant scope.

In September 2017, Metro Transit was awarded discretionary federal funding to be used for the purchase of eight electric 60-foot buses and related charging equipment for use on the C-Line (Penn Avenue) Bus Rapid Transit (BRT) corridor. These new funds would add a new project related to the original scope of the CMAQ-funded project to provide:

- Terminal and garage vehicle charging infrastructure
- Additional buses to support electric fleet service. Electric buses require additional recovery time at the route terminal for charging, creating a higher fleet requirement for the service
- Upgrades to up to eight buses for 100% electric propulsion instead of internal combustion
- In total, 14 buses will be purchased and eight of these buses will have 100% electric propulsion

No funds from the original project will support these added elements. No other changes are planned in the base project, which has funding encumbered through an FTA grant. Metro Transit plans to receive these new vehicles in January 2019 and to begin service in March 2019.

Respectfully,

A handwritten signature in black ink that reads 'Charles Carlson'.

Charles Carlson
Senior Manager
Bus Rapid Transit/Small Starts Project Office
Metro Transit
612-349-7639

CC: Mary Gustafson, Grants Manager

A service of the Metropolitan Council

ACTION TRANSMITTAL No. 2018-06

DATE: December 21, 2017

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2018-2021 TIP Amendment: Metro Transit Electrification of C-Line Buses

REQUESTED ACTION: Metro Transit requests an amendment to the 2018-2021 Transportation Improvement Program (TIP) to add a project electrifying buses and related charging equipment.

RECOMMENDED MOTION: That TAC recommend to TAB approval of an amendment to the 2018-2021 Transportation Improvement Program (TIP) to add a project electrifying buses and related charging equipment.

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed because Metro Transit was awarded discretionary funds that will be used for the purchase of eight electric 60-foot buses and related charging equipment for use on the C-Line Bus Rapid Transit (BRT) corridor. This funding represents part of the cost associated with complete electrification of eight of the 14 60' articulated buses anticipated for expanded and improved transit service on the Penn Avenue Corridor; running mostly along Penn Avenue North between Brooklyn Center and downtown Minneapolis.

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 opportunity for this amendment is provided through the TAB's and the Council's regular meetings. Approval of this TIP amendment is dependent on approval of the accompanying scope change request.

COMMITTEE COMMENTS AND ACTION: At its January 21, 2017, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment request.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|---|-------------------------|-----------------------|
| TAC Funding & Programming Committee | Review & Recommend | 12/21/2017 |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review & Adopt | |
| Metropolitan Council Transportation Committee | Concur | |
| Metropolitan Council | Concur | |

Please amend the 2018-2021 Transportation Improvement Program (TIP) to add the following project in program year **2018**. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | FISCAL YEAR | A T P | D I S T | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed# if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | | | | M I L E S |
|-------|-------------------------|-------------|------------------|--------------|---|----------------|---|-------------|-------|-------------|-----------------------|
| - | 2018 (State and Fed) | M | M | BB | | Met Council-MT | Sect 5339: Twin Cities Met Council MT-C-Line – Fund electrification of eight (8) 60-foot buses and related charging equipment | | | | 0 |
| PROG | TYPE OF WORK | | | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | |
| BB | Transit (P) | | | FTA 5339 | \$2,975,000 | - | - | \$1,750,000 | - | \$1,225,000 | |

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).

This amendment is needed because Metro Transit was awarded discretionary funds. Metro Transit will be purchasing eight (8) electric 60-foot buses and related charging equipment for use on the C-Line Bus Rapid Transit (BRT) corridor, with expected delivery in 2018. This funding represents part of the cost associated with complete electrification of eight (8) of the fourteen (14) 60' articulated buses anticipated for expanded and improved transit service on the Penn Avenue Corridor; running mostly along Penn Avenue North between Brooklyn Center and downtown Minneapolis.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money X
 - Anticipated Advance Construction
 - ATP or MPO or MnDOT Adjustment by deferral of other projects
 - Earmark or HPP not affecting fiscal constraint
 - N/A (not in a nonattainment or maintenance area)
 - Other

New Money: The funding for this project is FTA 5339; it is new discretionary funding.

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*
- N/A (not in a nonattainment or maintenance area)

*No conformity analysis required.

ACTION TRANSMITTAL No. 2018-07

DATE: December 21, 2017
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for MnDOT's TH 41 ATMS Installation and Signal Optimization Project
REQUESTED ACTION: MnDOT requests a scope change to its TH 41 ATMS Installation and Signal Optimization Project (SP # 1008-91) to eliminate signal cabinets and fiber optic interconnect with a federal funding reduction from \$597,840 to \$381,600.
RECOMMENDED MOTION: That TAC recommend to the Transportation Advisory Board approval of a scope change request to MnDOT's TH 41 ATMS Installation and Signal Optimization Project (SP # 1008-91) to eliminate signal cabinets and fiber optic interconnect with a federal funding reduction from \$597,840 to \$381,600.

BACKGROUND AND PURPOSE OF ACTION: MnDOT was awarded \$564,000 (\$597,840, after inflation adjustment) in Congestion Management and Air Quality (CMAQ) Program funds in the 2014 Regional Solicitation to install an advanced traffic management system (ATMS) and optimize signals along Trunk Highway 41 from Second Street to Trunk Highway 5 in Carver County. The project is programmed for fiscal year 2018.

Three additional projects, the TH 41 intersection improvement project in Chaska and two future projects in Downtown Chaska and on Lyman Boulevard, respectively, lead the project to need fewer elements. Specifically, the following elements were retained and removed, respectively, from the project:

Retained:

- 15 signal re-timings
- 16,520 feet of fiber
- Camera: Engler (County 10)
- Camera: Canyon / Park & Ride
- Camera: Hundertmark
- Camera: Pioneer Trail
- Camera: Hazeltine
- Cabinet: Crosstown/Victoria
- Cabinet: Engler (County 10)
- Cabinet: 212 South ramp
- Cabinet: 212 North ramp
- Cabinet: Hazeltine

Removed:

- 7,155 feet of fiber
- Camera: Second Street
- Camera: Fourth Street
- Camera: Chaska Blvd (County 61)
- Cabinet: Walnut
- Cabinet: Chaska Blvd (County 61)
- Cabinet: Pioneer Trail

Because the signal timing elements remain intact in the proposal, the project termini would not change.

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 adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request is not included with this request, as the proposed change would not alter the project description and the proposed cost change would not warrant a TIP amendment.

STAFF ANALYSIS: This project was funded through the Roadway System Management (RSM) category in the 2014 Regional Solicitation. Because every RSM project was funded in that Solicitation, staff did not work with scorers to determine an overall scoring change, as a determination that an unfunded project would have scored above it is not feasible.

The amount of federal funding to be removed from the project should be considered based on the proposed changes. The project was originally funded at a cost of \$747,300, with an 80% federal contribution of \$597,840. The applicant's revised cost estimate shows a total of \$477,000 with an 80% federal contribution of \$381,600. The original and revised estimates shown on the final page of the attached scope change request show the cost of each element and staff believes that the requested funding amount would be appropriate, should TAB approve this request. This would lead to a return of \$216,240 to the region for fiscal year 2018.

COMMITTEE COMMENTS AND ACTION: At its December 21, 2017, meeting, the Funding & Programming Committee voted unanimously to recommend that TAB approve the scope change as requested.

ROUTING

| TO | ACTION REQUESTED | COMPLETION DATE |
|-------------------------------------|-------------------------|------------------------|
| TAC Funding & Programming Committee | Review & Recommend | 12/21/2017 |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review & Approve | |

Date: November 15, 2017

Mr. Timothy Mayasich
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: Scope Change Request
S.P. 1008-91 (TH 41)
ATMS Installation and Signal Optimization

Greeting,

The state of Minnesota respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

Due to a recent project along the TH 41 corridor (SP 1008-85) and future projects in Downtown Chaska (SP 1008-87) and Lyman Boulevard (SP 1008-94), the scope of SP 1008-91 has changed. In particular, the signal cabinets on CSAH 61 @ Walnut, TH 41 @ 6th Street (Chaska BLVD), and TH 41 @ Pioneer Trail will no longer be needed in SP 1008-91. The fiber optic interconnect on TH 41 from 2nd Street to 6th Street (Chaska BLVD) and TH 41 from Hazeltine Boulevard to Lyman BLVD will also not be required. In addition to these changes, MnDOT has also removed the need for three surveillance cameras on TH 41 @ 2nd Street, TH 41 @ 4th Street, and TH 41 @ 6th Street (Chaska BLVD) which will be part of SP 1008-87. These physical infrastructure changes will not affect the need for retiming on TH 41 from 2nd Street to TH 5 so I request that the project limits do not change on the project.

These projects were not known at the time of the original solicitation. SP 1008-85 was solicited by Carver County the same year as SP 1008-91. SP 1008-87 was scoped and signed on 6/22/2015. SP 1008-94 is a recent Cooperative Agreement project selected on November 3, 2017.

Sincerely,



Michael Fairbanks
MnDOT Metro Traffic Signal Operations Engineer

CC: Colleen Brown – MnDOT Metro State Aid
Cathy Huebsch – MnDOT Metro State Aid
Elaine Koutsoukas – Met Council
Joe Barbeau – Met Council

Scope Change Request

ATMS Installation and Signal Optimization SP 1008-91 (TH 41)

Location Map

A map showing the location of the project within the area and region is attached as Exhibit A. It also explains the project purpose and need statement.

Revised Project Description

Over the past 3 years several projects have surfaced which reduced the scope of SP 1008-91. These projects are detailed below and the corresponding work associated with them is shown. As each of these projects came through separate means of funding (Regional Solicitation, Cooperative Agreement Solicitation, and State Road Construction/Preservation) it is important to remember the timelines for each as they were not known at the time of the original solicitation for CMAQ funds.

SP 1008-87

STIP Description: MN41, 0.1 MI S OF MN RIVER TO CARVER-CSAH 61 IN CHASKA - BITUMINOUS MILL AND OVERLAY, MEDIAN INSTALLATION, TURN LANES, SIGNAL MODIFICATIONS, ADA, REHAB BRIDGE #10012, DRAINAGE

This project would provide modifications to the signal systems on TH 41 @ 2nd Street, 4th Street, and a replacement of the signal system @ 6th Street (Chaska BLVD). It reduces the need to provide a signal cabinet at the intersection of Old US 212 & Walnut because that signal was turned back to Carver County as part of agreement #93384. It also reduces the need to provide a signal cabinet on TH 41 @ 6th Street (Chaska BLVD). The corresponding fiber optic interconnect (approximately 1,665 feet), cameras, and splice vault/pigtails for the intersections will be eliminated. The total reduction in cost of these physical elements would be approximately \$137,500 - see Exhibit B for a more detailed reduction is cost spreadsheet.

SP 1008-85

STIP Description: MN41, FROM US212 TO 0.3 MI N CSAH 14 IN CHASKA- ROADWAY RECONSTRUCTION AND EXPANSION, INTERSECTION IMPROVEMENTS, SIGNALS AND ADA (TIED TO 010-596-011 AND 1008-85E)

This project will replace the signals on TH 41 @ Hudertmark Road and TH 41 @ Pioneer Trail. It reduces the need to provide a signal cabinet on TH 41 @ Pioneer Trail. The total reduction in cost of this would be approximately \$39,000 - see Exhibit B for a more detailed reduction is cost spreadsheet.

SP 1008-94 (FY 2019 COOPERATIVE AGREEMENT PROJECT)

Description: TH 41 AT CSAH 18 (LYMAN BLVD) – INTERSECTION RECONSTRUCTION

This project will replace the existing span wire signal system with a roundabout. It reduces the need to provide fiber optic interconnect and splice vault/pigtail from TH 41 @ Hazeltine BLVD to TH 41 @ Lyman BLVD. The total reduction in cost of this would be approximately \$51,500 - see Exhibit B for a more detailed reduction is cost spreadsheet.

Project Layout

A layout showing the original elements of the project (Cabinets, Cameras, and Fiber) is attached as Exhibit C. A layout showing the revised elements of the project (cabinets, cameras, and fiber) is attached as Exhibit D.

Work to be completed

The signal plan for this project is currently being designed. The project is currently programmed for a March 23, 2018 letting.

Revised cost estimate

Attached in Exhibit E is the original cost estimate for the project of \$705,000 (\$747,000 after inflation) and the revised cost estimate for the project of \$477,000.



Location Map



FISCAL YEAR: 2018
 STATE PROJECT: 1008-91
 METRO SCOPING ID: 1592

DESCRIPTION: CMAQ - Install ATMS system and signal optimization - (includes Fiber, cameras, cabinet upgrades, signal retiming)

LOCATION: On TH 41 from 2nd Street to TH 5

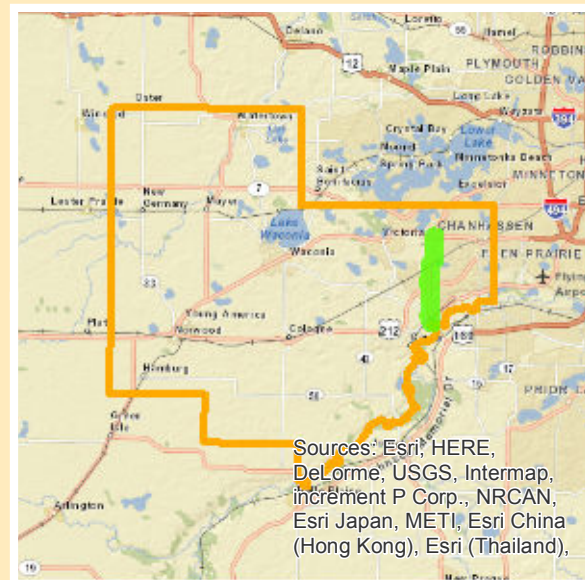
COUNTY: Carver CITY: Chanhassen, Chaska

PROJECT MANAGER: Gerbensky, Michael FUNCTIONAL AREA: Traffic Engineering

PURPOSE STATEMENT: The purpose is to improve traffic flow and reduce delays to the traveling public through an Advanced Traffic Management System (ATMS) along the signalized arterial. The traffic signals will be retimed to optimize traffic flow, reducing delays and improving the air quality. Fiber optic interconnection, upgraded traffic signal controllers will enable the traffic signals to be optimized, and the traffic surveillance cameras will be used to continuously ... (more info*)

NEED STATEMENT: The need is to install an Advanced Traffic Management System (ATMS) along the signalized arterial to optimize traffic flow, reduce delays, improve the air quality, and provide traffic surveillance of the arterial. This includes upgrading the traffic signal controllers, retiming the traffic signals, the installation of Ethernet fiber optic communications between the intersections with communications back to the RTMC (Regional Traffic Management Center), and traffic surveillance cameras.

* See project documentation for more information.



Legend

- █ Project Area
- Signal Systems (Known)
- Bridges
- MnDOT Right of Way*
- Reference Posts
- Interstate
- US
- MN
- County Routes
- Street Names
- Railroad
- Ramp
- Counties
- Civil Townships
- Cities

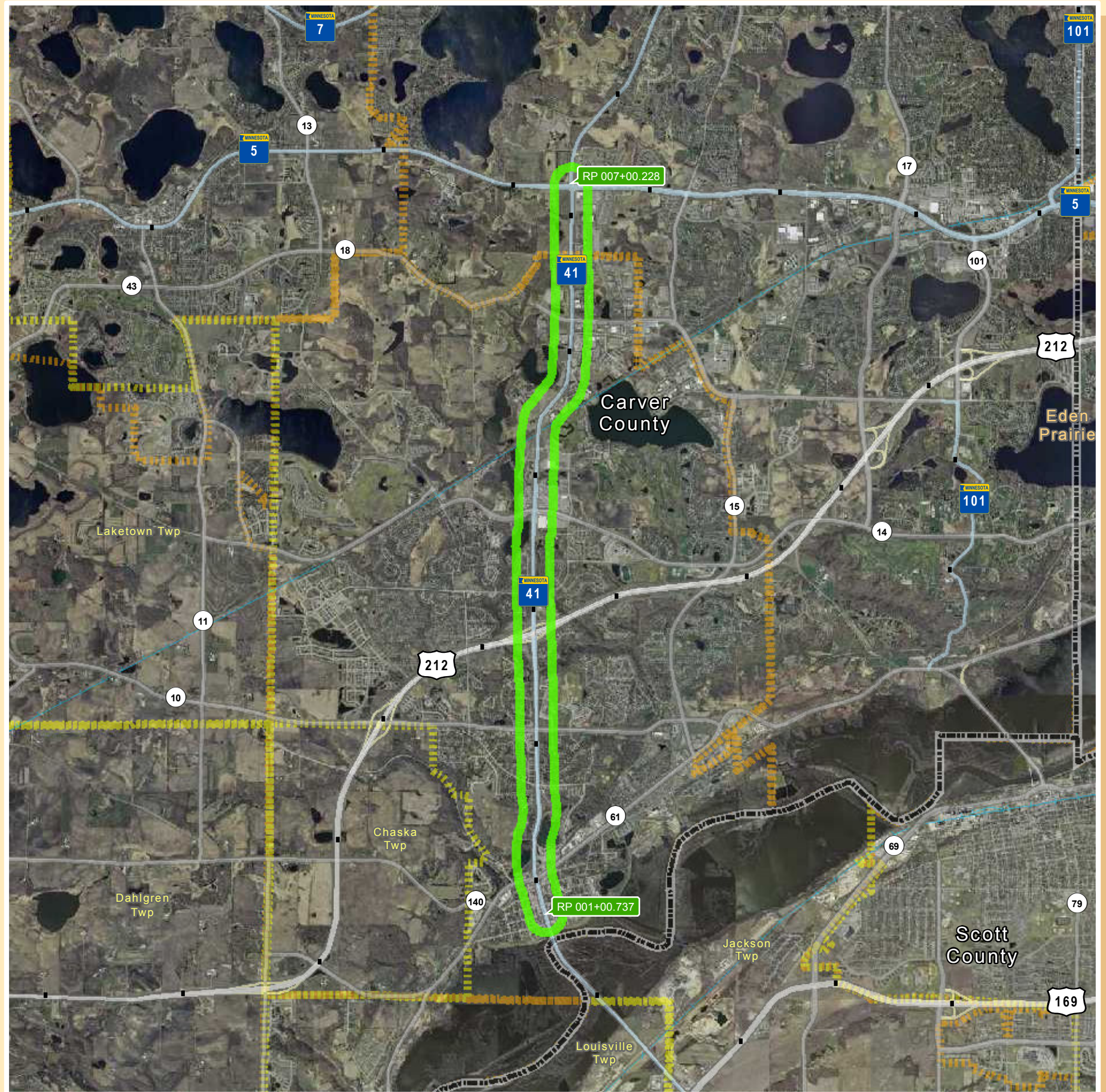


EXHIBIT B

| REDUCTION IN COST FOR TH 41 METRO CMAQ PROJECT | | | | | | | | | | | | | | | | | |
|--|--|---------|---------------------------|------------------|----------------------------|--------------------|---------------|------------------------------|--|---------------------|-------------|---------------------------------|---|---------------------|----------------------|---------------------|----------------------|
| ref # | As Of 11/15/2017 | Ref Pnt | Controller and Cabinet | Signal Timing | Timing Cost \$ 3,000.00 | Fiber Interconnect | | | Splice Vault & Pigtailes Total \$5K | VMS | Number | Cameras Cost \$ 10,000.00 | Mobilization & Testing \$ 11,500.00 | Sub Total | Cover 10%+1000 | Total | |
| | | | | | | Miles | Feet | Total @ \$7.00/ft \$ 7.00 | Number | | | | | | | | |
| TH 41 in Chaska | | | | | | | | | | | | | | | | | |
| 1 | TH 41 & 2nd St. | 1.752 | \$0.00 | | | | 0.0 | \$ - | 1 | | \$5,000 | | | | | | |
| 2 | TH 41 & 4th St. | 1.895 | \$0.00 | | | | 765.0 | \$ 5,355.00 | 1 | | \$5,000 | | | | | | |
| 3 | TH (Old US 212) & Walnut (Carver Co Sig) | 2.036 | \$30,000.00 | | | | 150.0 | \$ 1,050.00 | 1 | | \$5,000 | | | | | | |
| 4 | TH 41 & Chaska Blvd (61) (Old US 212) | 1.92 | \$30,000.00 | | | | 750.0 | \$ 5,250.00 | 1 | | \$5,000 | | | | | | |
| 10 | TH 41 & Hundertmark | 4.142 | \$0.00 | | | | | | | | | | | | | | |
| 11 | TH 41 & Pioneer Tr. | 4.761 | \$30,000.00 | | | | | | | | | | | | | | |
| 13 | TH 41 & Lyman | 6.225 | | | | | 5490.0 | \$ 38,430.00 | 1 | | \$5,000 | | | | | | |
| Totals | | | \$90,000.00 | 0 | \$ - | 0.00 | 7155.0 | \$ 50,085.00 | 5 | \$ 25,000.00 | \$ - | 3 | \$ 30,000.00 | \$ 11,500.00 | \$ 206,585.00 | \$ 21,658.50 | \$ 228,243.50 |
| Fed (80%) | | | \$ 72,000.00 | | \$ - | | | \$ 40,068.00 | | \$ 20,000.00 | \$ - | | \$ 24,000.00 | \$ 9,200.00 | \$ 165,268.00 | \$ 17,326.80 | \$ 182,594.80 |
| SC (20%) | | | \$ 18,000.00 | | \$ - | | | \$ 10,017.00 | | \$ 5,000.00 | \$ - | | \$ 6,000.00 | \$ 2,300.00 | \$ 41,317.00 | \$ 4,331.70 | \$ 45,648.70 |

\$228,000
\$182,400
\$45,600

- SP 1008-87
- SP 1008-85
- SP 1008-94



Original Project Layout






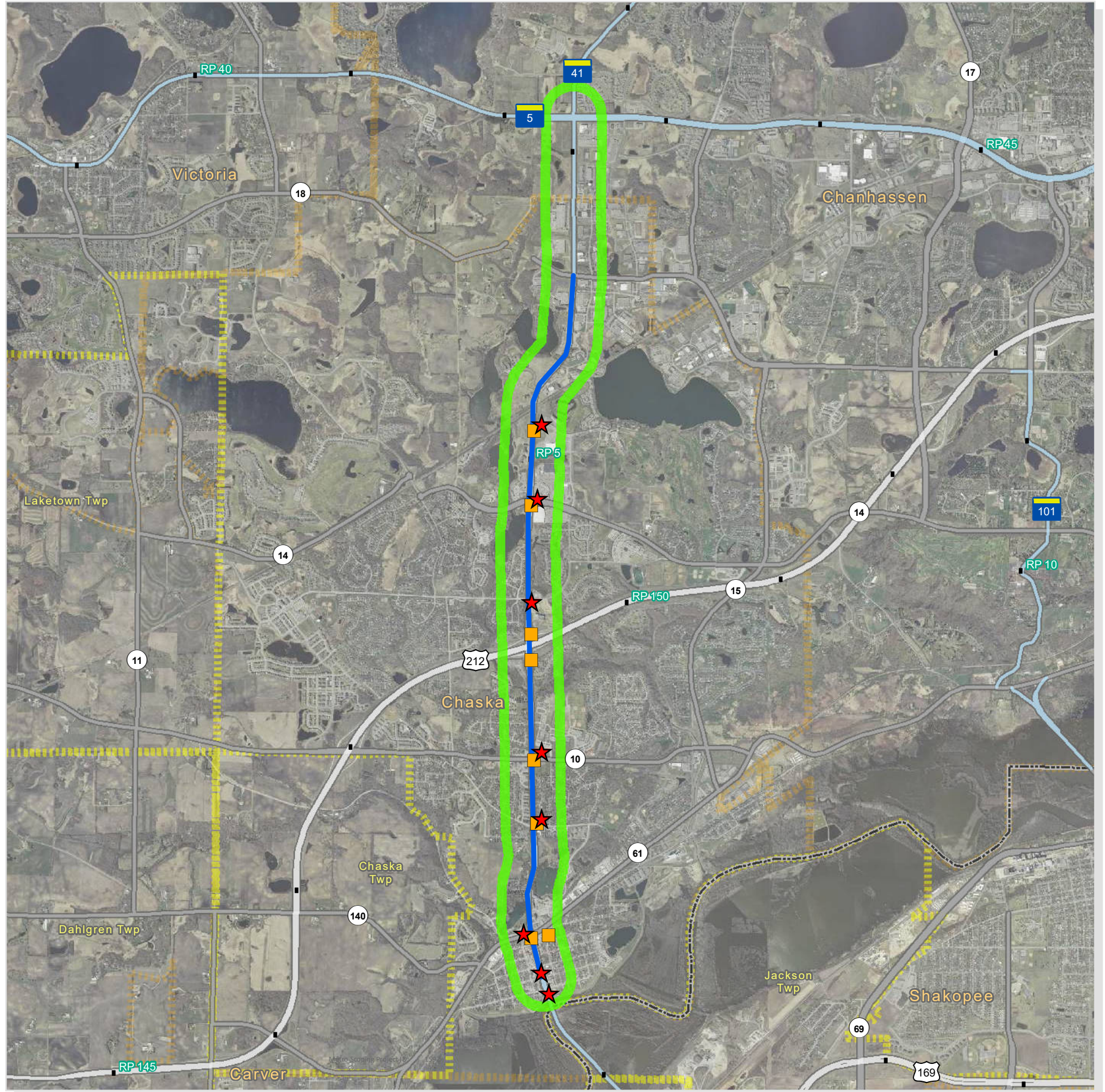
FISCAL YEAR: 2018
 STATE PROJECT: 1008-91
 METRO SCOPING ID: 1592

DESCRIPTION: CMAQ - Install ATMS system and signal optimization - (includes Fiber, cameras, cabinet upgrades, signal retiming)

LOCATION: On TH 41 from 2nd Street to TH 5

Signal Systems

-  Cabinet
-  Camera
-  Fiber





Revised Project Layout






FISCAL YEAR: 2018
 STATE PROJECT: 1008-91
 METRO SCOPING ID: 1592

DESCRIPTION: CMAQ - Install ATMS system and signal optimization - (includes Fiber, cameras, cabinet upgrades, signal retiming)

LOCATION: On TH 41 from 2nd Street to TH 5

Signal Systems

-  Cabinet
-  Camera
-  Fiber

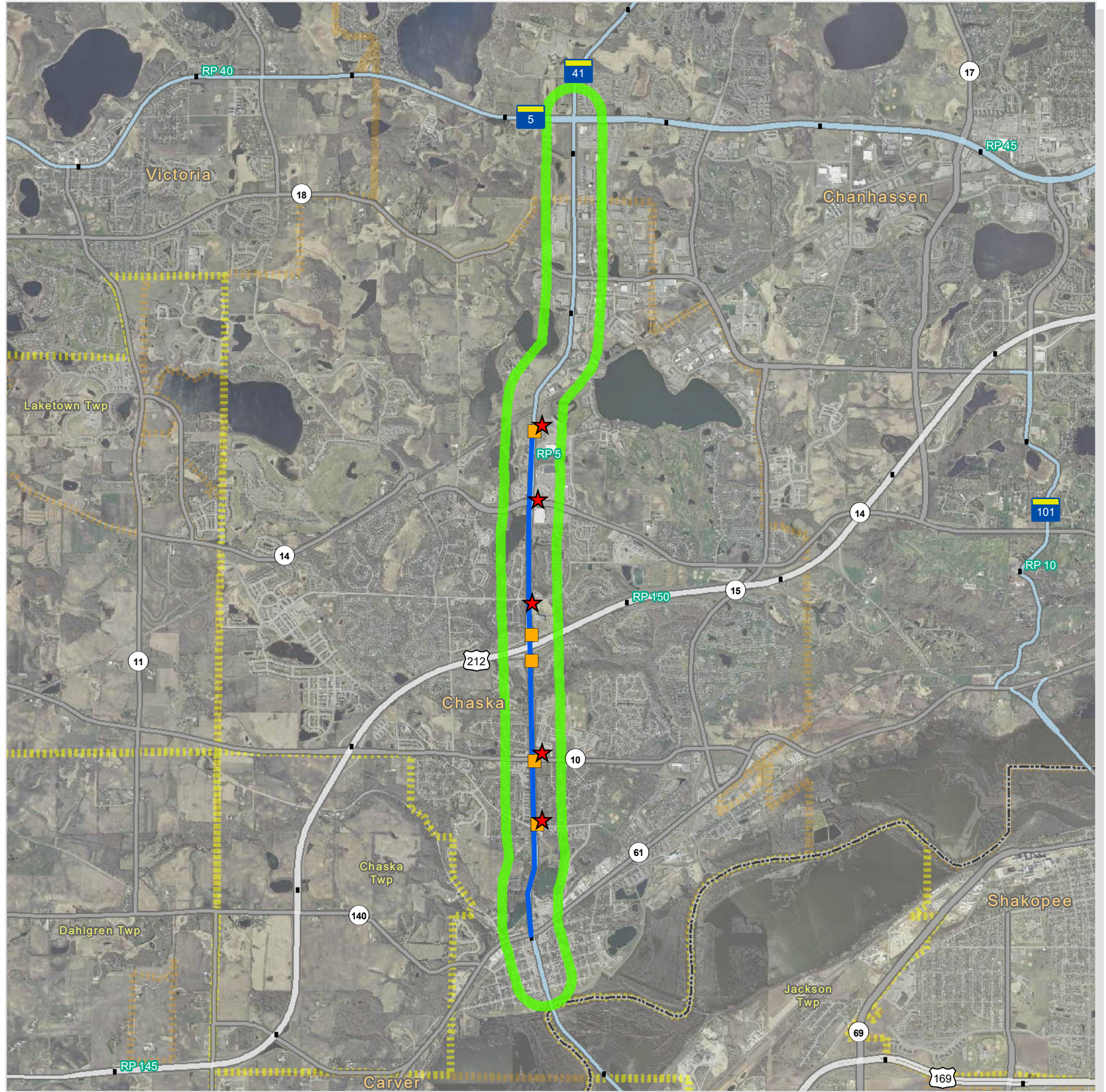


EXHIBIT E

| ORIGINAL METRO CMAQ PROJECT | | | | | | | | | | | | | | | | | |
|-----------------------------|--|---------|------------------------|---------------|-------------------------|--------------------|----------------|---------------------------|-----------|---|-------------|----------|---------------------------|-------------------------------------|----------------------|---------------------|----------------------|
| ref # | As Of 10/31/2014 | Ref Pnt | Controller and Cabinet | Signal Timing | Timing Cost \$ 3,000.00 | Fiber Interconnect | | | Number | Splice Vault & Pigtailes Total \$5K \$5,000 | VMS | Number | Cameras Cost \$ 10,000.00 | Mobilization & Testing \$ 40,000.00 | Sub Total | Cover 10%+1000 | Total |
| | | | | | | Miles | Feet | Total @ \$7.00/ft \$ 7.00 | | | | | | | | | |
| | TH 41 in Chaska | | | | | | | | | | | | | | | | |
| 1 | TH 41 & 2nd St. | 1.752 | \$0.00 | 1 | \$3,000 | | 0.0 | \$ - | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 2 | TH 41 & 4th St. | 1.895 | \$0.00 | 1 | \$3,000 | | 765.0 | \$ 5,355.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 3 | TH (Old US 212) & Walnut (Carver Co Sig) | 2.036 | \$30,000.00 | 1 | \$3,000 | | 150.0 | \$ 1,050.00 | 1 | \$5,000 | | 0 | \$0 | | | | |
| 4 | TH 41 & Chaska Blvd (61) (Old US 212) | 1.92 | \$30,000.00 | 1 | \$3,000 | | 750.0 | \$ 5,250.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 5 | TH 41 & Crosstown/Victoria | 2.723 | \$30,000.00 | 1 | \$3,000 | | 3520.0 | \$ 24,640.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 6 | TH 41 & Engler (10) | 3.144 | \$30,000.00 | 1 | \$3,000 | | 2300.0 | \$ 16,100.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 7 | TH 41 & Canyon/ Park & Ride | 3.665 | \$0.00 | 1 | \$3,000 | | 2700.0 | \$ 18,900.00 | 1 | \$5,000 | | 0 | \$0 | | | | |
| 8 | TH 41 & 212 SR | 3.789 | \$30,000.00 | 1 | \$3,000 | | 700.0 | \$ 4,900.00 | 1 | \$5,000 | | 0 | \$0 | | | | |
| 9 | TH 41 & 212 NR Fiber Connection | 3.801 | \$30,000.00 | 1 | \$3,000 | | 500.0 | \$ 3,500.00 | 1 | \$5,000 | | 0 | \$0 | | | | |
| 10 | TH 41 & Hundertmark | 4.142 | \$0.00 | 1 | \$3,000 | | 1250.0 | \$ 8,750.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 11 | TH 41 & Pioneer Tr. | 4.761 | \$30,000.00 | 1 | \$3,000 | | 3200.0 | \$ 22,400.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 12 | TH 41 & Hazeltine | 5.226 | \$30,000.00 | 1 | \$3,000 | | 2350.0 | \$ 16,450.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 13 | TH 41 & Lyman | 6.225 | | 1 | \$3,000 | | 5490.0 | \$ 38,430.00 | 1 | \$5,000 | | | | | | | |
| 14 | TH 41 & 82nd | 6.704 | | 1 | \$3,000 | | | | | | | | | | | | |
| 15 | TH 41 & TH 5 | 42.553 | | 1 | \$3,000 | | | | | | | | | | | | |
| Totals | | | \$240,000.00 | 15 | \$ 45,000.00 | 0.00 | 23675.0 | \$ 165,725.00 | 13 | \$ 65,000.00 | \$ - | 8 | \$ 80,000.00 | \$ 40,000.00 | \$ 635,725.00 | \$ 64,572.50 | \$ 700,297.50 |
| Fed (80%) | | | \$ 192,000.00 | | \$ 36,000.00 | | | \$ 132,580.00 | | \$ 52,000.00 | \$ - | | \$ 64,000.00 | \$ 32,000.00 | \$ 508,580.00 | \$ 51,658.00 | \$ 560,238.00 |
| SC (20%) | | | \$ 48,000.00 | | \$ 9,000.00 | | | \$ 33,145.00 | | \$ 13,000.00 | \$ - | | \$ 16,000.00 | \$ 8,000.00 | \$ 127,145.00 | \$ 12,914.50 | \$ 140,059.50 |

\$705,000
\$564,000
\$141,000

Inflated
\$747,300.00
\$597,840.00
\$149,460.00

| REVISED COST ESTIMATE METRO CMAQ PROJECT | | | | | | | | | | | | | | | | | |
|--|--|---------|------------------------|---------------|-------------------------|--------------------|----------------|---------------------------|----------|---|-------------|----------|---------------------------|-------------------------------------|----------------------|---------------------|----------------------|
| ref # | As Of 11/15/2017 | Ref Pnt | Controller and Cabinet | Signal Timing | Timing Cost \$ 3,000.00 | Fiber Interconnect | | | Number | Splice Vault & Pigtailes Total \$5K \$5,000 | VMS | Number | Cameras Cost \$ 10,000.00 | Mobilization & Testing \$ 31,500.00 | Sub Total | Cover 10%+1000 | Total |
| | | | | | | Miles | Feet | Total @ \$7.00/ft \$ 7.00 | | | | | | | | | |
| | TH 41 in Chaska | | | | | | | | | | | | | | | | |
| 1 | TH 41 & 2nd St. | 1.752 | \$0.00 | 1 | \$3,000 | | | \$ - | | \$0 | | | \$0 | | | | |
| 2 | TH 41 & 4th St. | 1.895 | \$0.00 | 1 | \$3,000 | | | \$ - | | \$0 | | | \$0 | | | | |
| 3 | TH (Old US 212) & Walnut (Carver Co Sig) | 2.036 | \$0.00 | 1 | \$3,000 | | | \$ - | | \$0 | | | \$0 | | | | |
| 4 | TH 41 & Chaska Blvd (61) (Old US 212) | 1.92 | \$0.00 | 1 | \$3,000 | | | \$ - | | \$0 | | | \$0 | | | | |
| 5 | TH 41 & Crosstown/Victoria | 2.723 | \$30,000.00 | 1 | \$3,000 | | 3520.0 | \$ 24,640.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 6 | TH 41 & Engler (10) | 3.144 | \$30,000.00 | 1 | \$3,000 | | 2300.0 | \$ 16,100.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 7 | TH 41 & Canyon/ Park & Ride | 3.665 | \$0.00 | 1 | \$3,000 | | 2700.0 | \$ 18,900.00 | 1 | \$5,000 | | | \$0 | | | | |
| 8 | TH 41 & 212 SR | 3.789 | \$30,000.00 | 1 | \$3,000 | | 700.0 | \$ 4,900.00 | 1 | \$5,000 | | | \$0 | | | | |
| 9 | TH 41 & 212 NR Fiber Connection | 3.801 | \$30,000.00 | 1 | \$3,000 | | 500.0 | \$ 3,500.00 | 1 | \$5,000 | | | \$0 | | | | |
| 10 | TH 41 & Hundertmark | 4.142 | \$0.00 | 1 | \$3,000 | | 1250.0 | \$ 8,750.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 11 | TH 41 & Pioneer Tr. | 4.761 | \$0.00 | 1 | \$3,000 | | 3200.0 | \$ 22,400.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 12 | TH 41 & Hazeltine | 5.226 | \$30,000.00 | 1 | \$3,000 | | 2350.0 | \$ 16,450.00 | 1 | \$5,000 | | 1 | \$10,000 | | | | |
| 13 | TH 41 & Lyman | 6.225 | | 1 | \$3,000 | | | \$ - | | \$0 | | | | | | | |
| 14 | TH 41 & 82nd | 6.704 | | 1 | \$3,000 | | | | | | | | | | | | |
| 15 | TH 41 & TH 5 | 42.553 | | 1 | \$3,000 | | | | | | | | | | | | |
| Totals | | | \$150,000.00 | 15 | \$ 45,000.00 | 0.00 | 16520.0 | \$ 115,640.00 | 8 | \$ 40,000.00 | \$ - | 5 | \$ 50,000.00 | \$ 31,500.00 | \$ 432,140.00 | \$ 44,214.00 | \$ 476,354.00 |
| Fed (80%) | | | \$ 120,000.00 | | \$ 36,000.00 | | | \$ 92,512.00 | | \$ 32,000.00 | \$ - | | \$ 40,000.00 | \$ 25,200.00 | \$ 345,712.00 | \$ 35,371.20 | \$ 381,083.20 |
| SC (20%) | | | \$ 30,000.00 | | \$ 9,000.00 | | | \$ 23,128.00 | | \$ 8,000.00 | \$ - | | \$ 10,000.00 | \$ 6,300.00 | \$ 86,428.00 | \$ 8,842.80 | \$ 95,270.80 |

\$477,000
\$381,600
\$95,400

ACTION TRANSMITTAL No. 2018-09

DATE: December 14, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for West St. Paul's Oakdale Avenue Multiuse Trail Project (SP # 173-020-016)
REQUESTED ACTION: West St. Paul requests a scope change to its Oakdale Avenue Multiuse Trail Project (SP # 173-020-016) to eliminate the Marie Avenue Sidewalk element of the project.
RECOMMENDED MOTION: That TAC recommend to TAB approval of the scope change request with a reduction in federal portion based on the value of the elements being removed.

BACKGROUND AND PURPOSE OF ACTION: The City of West St. Paul was awarded \$1,195,360 in Surface Transportation Program (STP) funds in the Multiuse Trails and Bicycle Facilities category of the 2016 Regional Solicitation to construct:

1. Bituminous trail along the east side of CSAH 73 (Oakdale Avenue) from Mendota Rd to CSAH 8 (Wentworth Ave).
2. Bituminous trail along the south side of Marie Avenue from MN 3 (Robert St) to CSAH 73 (Oakdale Ave).
3. Sidewalk along the north side of Marie Avenue from MN 3 (Robert St) to CSAH 73 (Oakdale Ave).

The City of West St. Paul proposes elimination of number 3, the sidewalk. Increased project costs related to retaining walls and right-of-way acquisition have caused the cost of the sidewalk, along with the entire project, to increase.

Because the sidewalk was to run parallel to number 2, the Marie Avenue Trail, the project termini would not change. The north side of Marie Avenue would remain without non-motorized access.

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 allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request is not included with this request, as it is a 2019 project. The update will be reflected in the 2019-2022 TIP.

STAFF ANALYSIS: This project was funded in the Multiuse Trails and Bicycle Facilities category in the 2016 Regional Solicitation. The project scored 815 points out of a possible 1,100, 46 better than the

lowest funded project and 52 better than the top-scoring unfunded project. Staff review, which included sharing the proposed update with scorers from the funding category, examined whether the proposed updated project would have scored well enough to be funded. The removal of the sidewalk impacts access, particularly for pedestrians, and this is reflected in the scorer reviews in the Deficiencies & Safety, Multimodal Facilities, and Equity criteria. The changes to this score, along with changes in total project funding, impact the total score.

| Category | Original Score | Updated Score | Comments |
|--------------------------|----------------|---------------|---|
| Non-changing categories | 520 | 520 | Several categories not impacted |
| Equity (socio/econ) | 40 | 30 | Pedestrian need to cross the street twice; added pedestrian / bike conflict |
| Gaps/barriers | 75 | 70 | Impact on convenience/safety having ped access on only one side |
| Deficiencies | 123 | 113 | Inconvenience; particularly challenging for ADA users. |
| Multi-modal | 90 | 80 | Reduced pedestrian benefit. |
| Preliminary total | 758 | 723 | |
| Cost Effectiveness | 57 | 54 | Lower preliminary total reduces cost effectiveness |
| Total | 815 | 777 | Top-scoring unfunded: 763 |

Note, however, that \$643,000 in right-of-way was needed but not acknowledged in the original application. In the Multiuse Trails and Bikeways category, right-of-way cost is eligible and is a part of the budget bicycle and pedestrian budget. Had this been acknowledged the cost effectiveness score would have been 40, leaving a total of 798, still enough to be funded.

Further, during the analysis process, it came to staff attention that \$966,000 in right-of-way is needed for the project. Factoring in the right-of-way cost would bring the project total to \$2,460,200, which has a significant impact on the Cost Effectiveness score. The scoring would look more like this:

| Category | Original Score | Updated Score | Comments |
|--------------------------|----------------|---------------|---|
| Non-changing categories | 520 | 520 | Several categories not impacted |
| Equity (socio/econ) | 40 | 30 | Pedestrian need to cross the street twice; added pedestrian / bike conflict |
| Gaps/barriers | 75 | 70 | Impact on convenience/safety having ped access on only one side |
| Deficiencies | 123 | 113 | Inconvenience; particularly challenging for ADA users. |
| Multi-modal | 90 | 80 | Reduced pedestrian benefit. |
| Preliminary total | 758 | 723 | |
| Cost Effectiveness | 57 | 33 | Lower preliminary total reduces cost effectiveness |
| Total | 815 | 756 | Top-scoring unfunded: 763 |

Note that out of 39 applications, nine included right-of-way in their budget.

Should the scope change request be granted, the question of how much federal funding to include should be discussed. Staff has provided four potential options.

Federal Contribution Option 1: Request

The project is currently listed in the TIP with a total cost of \$1,583,852 (inflation adjusted from the original application total of \$1,494,200), with a federal contribution of \$1,195,360. The attached application shows a total cost of \$1,401,000. The applicant is asking for an 80% federal contribution; \$1,120,800.

Federal Contribution Option 2: Discounting New Elements on Marie Avenue

It should be noted that the cost estimate on Marie Avenue (\$553,000, including \$50,000 contingency) includes several items that were not part of the original application. These include:

- Marie Ave Retaining Wall \$151,250
 - Marie Ave Landscape Restoration Allowance: \$10,000
 - Marie Ave Chain Link Fence: \$14,000
- \$175,250

This is an 34.8% reduction in project element costs (“subtotal,” \$503,000) for the Marie Avenue portion of the project, which brings the contingency line from \$50,000 to \$32,580. This brings the total cost for Marie Avenue to \$360,330. Added to the \$848,000 for Oakdale Avenue, the total is \$1,208,664, 80% of which is \$966,664.

Federal Contribution Option 3: Discounting New Elements on Marie Avenue and Inflation on Oakdale Avenue

Note also that the original feasibility cost for Oakdale Avenue was \$1,603,250 while the current estimate is \$1,743,000, a difference of \$139,750 (8.7%). Assuming that percentage holds true for the project elements, this 8.7% brings the total for Oakdale Avenue to \$774,083 (to \$1,134,413 with Marie Avenue included). Eighty percent of that amount is \$907,530.

Federal Contribution Option 4 Discounting All Retaining Walls

It is not clear to staff whether the retaining walls, landscape restoration allowance and chain link fence on Oakdale Avenue are new project elements, as these items were not included as part of budget in the original application (i.e., retaining walls had “\$0” shown.). These elements total \$293,500, which added to the new Marie Avenue items discounted (\$175,250) is \$468,750. This is a 36.8% reduction in project element costs (“subtotal”). Applying this to the two contingency lines brings those lines from \$127,000 to \$80,272. This brings the total cost of elements included in the original application to \$885,522. Eighty percent of that amount is \$708,418.

Federal Contribution Option 5 Post-F&P Estimate from Applicant

The Funding & Programming Committee asked for a more direct relationship between the cost of the sidewalk and the amount of federal funding removed. The applicant estimated that removal of the sidewalk would reduce the original (pre-inflation) cost estimate from \$1,494,200 to \$1,322,864, bringing the federal funding to \$1,058,291. This estimate was provided after the Funding & Programming Committee meeting. This is shown on page 14, among cost elements for both elements (north side sidewalk and south side trail) on Marie Avenue.

Federal Contribution Option 6: Staff adjustment to Option 5

Option 5 takes into account the cost of paving the sidewalk and sign removal. It is likely not possible to generate a precise estimate of the proportionate value of the sidewalk. Staff adds an option based on page 15, where the contingency is a) based on the total including mobilization, erosion control, and traffic control (which would reduce the federal by \$1,566), and b) 20 percent.

The Committee can consider the following approaches to recommending a federal funding amount:

| Option | Total \$ Included | Federal Award |
|---|-------------------|---------------|
| Option 1 (original from applicant) | \$1,401,000 | \$1,120,800 |
| Option 2 | \$1,208,330 | \$966,664 |
| Option 3 | \$1,134,413 | \$907,530 |
| Option 4 | \$885,522 | \$708,418 |
| Option 5 (updated from applicant) | \$1,321,896 | \$1,057,517 |
| Option 6 (staff adjustment to Option 5) | \$1,304,523 | \$1,043,619 |

COMMITTEE COMMENTS AN ACTION: At its December 21, 2017, meeting, the Funding & Programming Committee unanimously voted to recommend approval of the scope change with a federal funding reduction proportionate to the value of the sidewalk being removed. F&P Committee requested that West St. Paul staff provide information on the cost of the sidewalk, for consideration by TAC.

The Committee's rationale for approval of the request is that any scenario that would bring the cost effectiveness score of the application down to the point of being below the top unfunded project is based on inclusion of right-of-way costs, the requirement for which is unclear. Members believed that the lacking clarity of the application, combined with the fact that the applicant was not asking for federal funding for right-of-way, means that the score should be based on the scorers' changes made due to the removal of the sidewalk from the project.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|-------------------------------------|-------------------------|-----------------------|
| TAC Funding & Programming Committee | Review & Recommend | December 21, 2017 |
| Technical Advisory Committee | Review & Recommend | -- |
| Transportation Advisory Board | Review & Adopt | -- |

Options in Detail

OPTION 1

| | |
|--------------|-------------|
| Total-Budget | \$1,401,000 |
| FED-Budget | \$1,120,800 |

OPTION 2

| | |
|------------------------|--------------------|
| Retaining wall | \$151,250 |
| Landscape Rest | \$10,000 |
| Chain Link Fence | \$14,000 |
| TOTAL to remove | \$175,250 |
| MARIE Budget | \$503,000 |
| Difference (new total) | \$327,750 |
| Difference % | 34.84% |
| Original Contingency | \$50,000 |
| Reduction by above % | \$17,420 |
| New Contingency | \$32,580 |
| NEW MARIE TOTAL | \$360,330 |
| Oakdale total | \$848,000 |
| TOTAL | \$1,208,330 |
| 80% match | \$966,663.62 |

OPTION 3

| | |
|---------------------------------|------------------|
| Original Feasibility | \$1,603,250 |
| Current Estimate | \$1,743,000 |
| Difference | \$139,750 |
| % Increase | 8.72% |
| OAKDALE Budget | \$848,000 |
| Expected budget before increase | \$774,083 |
| NEW MARIE TOTAL | \$360,330 |
| Total with Marie | \$1,134,413 |
| 80% match | \$907,530 |

| OPTION 4 | |
|------------------------------------|------------------|
| Marie Retaining Wall | \$151,250 |
| Marie Landscape Rest | \$10,000 |
| Marie Chain Link Fence | \$14,000 |
| TOTAL to remove | \$175,250 |
| Oakdale Retaining Walls | \$236,500 |
| Oakdale Landscape Rest | \$25,000 |
| Oakdale Chain Link Fence | \$32,000 |
| TOTAL to remove | \$293,500 |
| Total to Remove (both) | \$468,750 |
| Application Total (Budget) | \$1,274,000 |
| % to Remove | 36.8% |
| New Total | \$805,250 |
| Contingency (Budget) | \$127,000 |
| Contingency (after reduction) | \$80,272 |
| Total (New total plus contingency) | \$885,522 |
| 80% of new total | \$708,418 |

| OPTION 5 | |
|-------------------------------------|--------------------|
| Original Application | \$1,494,200 |
| Sidewalk Cost (and sign relocation) | (\$142,400) |
| Mobilization | (\$7,120) |
| Erosion Control | (\$4,272) |
| Traffic Control | (\$4,272) |
| Construction Contingency | (\$14,240) |
| TOTAL to remove | (\$172,304) |
| Revised Application Total | \$1,321,896 |
| 80% Federal | \$1,057,517 |

| OPTION 6 | |
|-------------------------------------|--------------------|
| Original Application | \$1,494,200 |
| Sidewalk Cost (and sign relocation) | (\$142,400) |
| Mobilization | (\$7,120) |
| Erosion Control | (\$4,272) |
| Traffic Control | (\$4,272) |
| Construction Contingency | (\$31,612) |
| TOTAL to remove | (\$189,676) |
| Revised Application Total | \$1,304,523 |
| 80% Federal | \$1,043,618 |

Scorer Comments

Equity (Socio-Econ)

I performed the same analysis on the revised application as performed on the original application.

Pedestrians (92,000 from the 2013 count) will have to cross the street from the north to access the E-W facilities that will be built under the revised scope, increasing exposure to risk relative to the original plan.

Travel conflicts between pedestrians and bikes on the multi-use trail would certainly have occurred under the original application; in the revised application they increase.

It is unclear from the original or the re-submitted materials whether pedestrians or bicycles would have a reasonable “escape route” from conflicts on the multi-use path (jumping onto the grass? Onto a retaining wall? Into the street?).

I don’t see any indication of whether alternative roadway re-designs were explored that would have left sufficient room for the sidewalk. This suggests that despite the stated priority of Marie as an E-W connector in the city’s bike-ped planning documents, both modes remain subservient to the automobile needs. I have some concerns about the precedent that is set by this revision hierarchy for this and other areas of the city.

In the project schedule, it appears that public discussion about the change will occur in January 2018. This diminishes the opportunity for input during the redesign (and authorization for RS funding) from people who likely have higher utilization of ped and bike facilities (this is in an ACP). Good equity practice demands that affected parties have a legitimate place at the table.

Despite the relative shortcomings in the revise project, the remaining multi-use trail segment will significantly increase the quality of infrastructure from bicyclists and pedestrians along Marie Avenue.

Gaps & Barriers / Deficiencies

Based on what I read I think a modest reduction in each category is appropriate. In terms of gaps and barriers, the bicycle and pedestrian accommodations for the overall travelshed don’t change. However there is an impact to convenience and safety by not having both sides of Marie Avenue served with a facility, especially given that there is a significant trip generator (Target) on the north side. From a gap and barrier perspective I would subtract 5 points from that category.

From a deficiencies perspective there is the inconvenience of someone being limited to using one side of the roadway, being unable to safely access destinations on the north side. This is especially challenging for ADA users. Still, what is left in the proposal is still much better than what is out there today for accommodations. I am recommending that 10 points be subtracted in this category.

Multimodal

| Scoring Rationale | MAX | Orig | Revised Score |
|--|------------|-----------|---|
| Transit Connections --Is along a transit route or fills gap in bike network leading to transit station/route. Highest points for direct connections or multiple transit routes over indirect connections when compared to indirect connections. Not enough information to compare ridership to differentiate between "quality" or frequency of transit. | 25 | 25 | No Change Proposed trail will still access same number of bus stops and provide a route for pedestrians and bikes to access transit even if not on both sides of street as in proposal. Other projects providing a trail directly along a transit route received full points even if no sidewalk included. |
| Pedestrian Connections -- Trail or improvement fills gap in pedestrian network that currently doesn't exist where there is likely demand given destinations or evidence of need. Trails that provide a connection for pedestrians by nature of shared use path but are out of the way or far from pedestrian generators receive fewer points. | 25 | 25 | 20 The trail that remains in the project along Marie will still improve pedestrian connections by filling a gap in the overall network where no facilities exist (on one side of the street), but removing sidewalks from one side of Marie will not provide as much benefit to pedestrians as the original proposal. |
| Reduces conflicts among modes -- Provides separation for bikes/peds and auto traffic, and/or reduces conflicts at intersections facilitating improved interaction among all modes of travel including autos. | 25 | 25 | No Change Provision of shared use path where none currently exist provides separation from traffic and reduces conflict among modes. |
| Inclusion of facilities for other modes -- project includes improvements for other modes than bicycle above and beyond shared use path and required ADA upgrades. For example pedestrian scale lighting, filling of sidewalk gaps outside of trail or bikeway, transit station improvements such as benches. | 25 | 15 | 10 This assumes that other pedestrian infrastructure such as lighting and wayfinding remain in project. 10 points for this category is similar to other projects that included pedestrian amenities such as benches and lighting but not separate sidewalks. |
| TOTAL | 100 | 90 | 80 |



CITY OF
WEST ST. PAUL

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November 20, 2017

Timothy Mayasich
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Mr. Mayasich:

The City of West St. Paul received a Transportation Alternative Program (TAP) grant in 2017 to construct a multiuse trail along Oakdale Avenue (CR 73) from Mendota Road to Wentworth Avenue (CR 8) and both a multi-use trail and sidewalk along Marie Avenue from Robert Street (TH 3) to Oakdale Avenue (CR 73) (**See Figure 1**). The funding is in the 2018 – 2021 Transportation Improvement Program in the amount of \$1,494,200 (\$1,195,360 FHWA). The purpose of this letter is to request a scope change (including a funding change) for the project.

\$1,583,852

The scope change is the removal of the sidewalk along Marie Avenue from Robert Street (TH 3) to Oakdale Avenue (CR 73). The City is currently in the preliminary design phase of the project and has evaluated the estimated project costs in further detail. At the time of the application, no retaining wall costs or right-of-way acquisition costs were anticipated for the construction of the multi-use trail and sidewalk along Marie Avenue. It has been determined through the preliminary design process that both right-of-way acquisition and retaining wall construction will be necessary for the trail and sidewalk to be constructed.

Providing pedestrian and bicycle connectivity is still a priority in this area for the City, consistent with the City's Pedestrian and Bicycle Master Plan. The City maintains the importance of adding this priority gap, multi-model connection within the City of West St. Paul and which will be served by the construction of the multi-use trail along Marie Avenue. As part of this scope change, we request that our funding amount be reduced to \$1,401,000 (\$1,120,800 FHWA). The revised amount deducts the construction costs for the sidewalk along Marie Avenue from Robert Street (TH 3) to Oakdale Avenue (CR 73).

Thank you for awarding these funds to the City of West St. Paul and for considering this scope change. Please contact me with any questions or if you need additional information.

Sincerely,

Ross A. Beckwith, P.E.
Public Works & Parks Director/City Engineer

SCOPE CHANGE REQUEST
West St. Paul Oakdale and Marie Trail Extension
City Project 18-4
West St. Paul and Dakota County, Minnesota

Location Map

A map showing the location of the project and improvements is provided as **Figure 1**.

Revised Project Description

Since the time of the application, the City has reevaluated the construction costs and design for the trail and sidewalk improvements along Marie Avenue between Robert Street (TH 3) and Oakdale Avenue (CR 73). It has been determined that retaining walls and right-of-way acquisition will be needed to construct the proposed sidewalk along Marie Avenue for this segment. The increased project costs and abundance of property acquisitions along Marie Avenue make constructing the sidewalk politically challenging and financially burdensome for the City. As a result, the City is proposing to remove the sidewalk improvements along Marie Avenue in this segment from the project. This segment of Marie Avenue is a priority gap in the City's Pedestrian and Bicycle Master Plan and the proposed multi-use trail along Marie Avenue will still meet the objectives of the project and City's Master Plan.

Project Schedule

A preliminary design layout was completed ahead of this Scope Change request, resulting in the revised cost estimate. With the approval of the Scope Change request, the City will commence the Project Memorandum preparation, right-of-way acquisition process, and final design. The anticipated project schedule is provided below:

| | |
|--|----------------------------|
| Open House #1 | January 2018 |
| Draft Project Memorandum Submittal | February 2018 |
| Final Project Memorandum Submittal | March 2018 |
| Commence Right-of-way Acquisition | March 2018 |
| Submit Plans to Federal Aid | May 2018 |
| Right-of-way Acquisition Completed | October 2018 |
| Final Plan and Project Memorandum Approval | December 2018 |
| Bidding Process | January/February 2019 |
| Construction | June 2019 – September 2019 |

Revised Cost Estimate

The table below summarizes costs and funding information for the original project as well as the revised funding assuming the Scope Change request as proposed. A modified detailed construction cost estimate is provided as **Figure 2**.

| Funding Source | Original STP Project | Proposed with Scope Change |
|----------------|----------------------|----------------------------|
| STP | \$1,195,360 | \$1,120,800 |
| Local | \$298,840 | \$280,200 |
| Total | \$1,494,200 | \$1,401,000 |

Updated Project Description

\$1,583,852

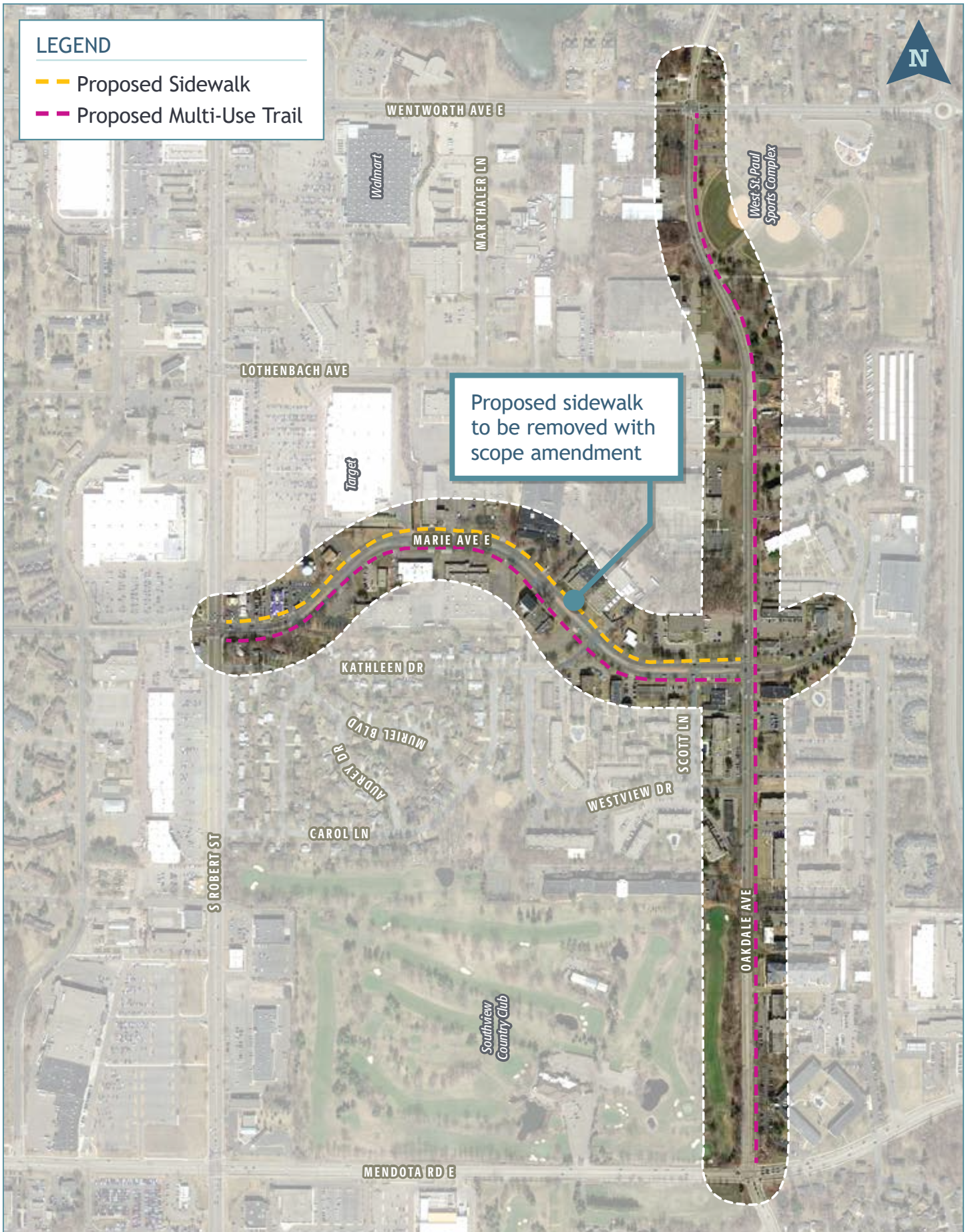
CR 73 (Oakdale Avenue) from Mendota Road to CR 8 (Wentworth Avenue) and Marie Avenue from MN 3 (Robert Street) to CR 73 in West St. Paul; construct bituminous trail, pedestrian ramps, streetscape, crosswalks, lighting, crossings, and wayfinding.

The project description and cost will be updated in the 2018-2021 TIP.

2019-2022

Project Location Map

FIGURE 1



CITY OF WEST SAINT PAUL AND DAKOTA COUNTY
 MARIE AND OAKDALE TRAIL PROJECT
 CITY PROJECT 18-4

MARIE AVENUE TRAIL IMPROVEMENTS

| <u>Item No.</u> | <u>Item</u> | <u>Units</u> | <u>Quantity</u> | <u>Unit Price</u> | <u>Amount</u> |
|-----------------|---|--------------|-----------------|-------------------|-------------------|
| 1 | MOBILIZATION | LS | 1 | \$ 24,000 | \$ 24,000 |
| 2 | CLEARING AND GRUBBING | LS | 1 | \$ 2,500 | \$ 2,500 |
| 3 | REMOVE CURB AND GUTTER | LF | 1,000 | \$ 3 | \$ 3,000 |
| 4 | REMOVE BITUMINOUS PAVEMENT (ROADWAY) | SY | 800 | \$ 5 | \$ 4,000 |
| 5 | REMOVE CONCRETE DRIVEWAY PAVEMENT (DRIVEWAY/SITE) | SY | 500 | \$ 6 | \$ 3,000 |
| 6 | REMOVE BITUMINOUS DRIVEWAY PAVEMENT (DRIVEWAY/SITE) | SY | 100 | \$ 6 | \$ 600 |
| 7 | RELOCATE STREET LIGHT | EA | 10 | \$ 3,500 | \$ 35,000 |
| 8 | COMMON EXCAVATION | CY | 1,750 | \$ 12 | \$ 21,000 |
| 9 | CLASS 5 AGGREGATE BASE (6") | TON | 1,600 | \$ 17 | \$ 27,200 |
| 10 | 3" BITUMINOUS WALK | SF | 26,500 | \$ 2.50 | \$ 66,250 |
| 11 | 6" CONCRETE WALK | SF | 470 | \$ 8 | \$ 3,760 |
| 12 | TRUNCATED DOMES | SF | 150 | \$ 50 | \$ 7,500 |
| 13 | CONCRETE CURB AND GUTTER | LF | 1,000 | \$ 25 | \$ 25,000 |
| 14 | CONCRETE DRIVEWAY PAVEMENT | SY | 475 | \$ 50 | \$ 23,750 |
| 15 | BITUMINOUS DRIVEWAY PAVEMENT | SY | 150 | \$ 20 | \$ 3,000 |
| 16 | BITUMINOUS PAVEMENT (6") | TON | 275 | \$ 100 | \$ 27,500 |
| 17 | TURF ESTABLISHMENT (SEED/SOD AND TOPSOIL) | SY | 3,600 | \$ 8 | \$ 28,800 |
| 18 | EROSION CONTROL | LS | 1 | \$ 10,000 | \$ 10,000 |
| 19 | UTILITY ADJUSTMENTS/RELOCATIONS | LS | 1 | \$ 5,000 | \$ 5,000 |
| 20 | SIGNING/SITE STRIPING IMPROVEMENTS | LS | 1 | \$ 6,000 | \$ 6,000 |
| 21 | MARIE TRAIL RETAINING WALL #1 (ROBERT STREET) | SY | 275 | \$ 550 | \$ 151,250 |
| 22 | LANDSCAPE RESTORATION ALLOWANCE | LS | 1 | \$ 10,000 | \$ 10,000 |
| 23 | CHAIN LINK FENCE | LF | 350 | \$ 40 | \$ 14,000 |
| | Subtotal | | | | \$ 503,000 |
| | 10% Construction Contingency | | | | \$ 50,000 |
| | Subtotal | | | | \$ 553,000 |

OAKDALE AVENUE TRAIL IMPROVEMENTS

| <u>Item No.</u> | <u>Item</u> | <u>Units</u> | <u>Quantity</u> | <u>Unit Price</u> | <u>Amount</u> |
|-----------------|---|--------------|-----------------|-------------------|-------------------|
| 1 | MOBILIZATION | LS | 1 | \$ 37,000 | \$ 37,000 |
| 2 | CLEARING AND GRUBBING | LS | 1 | \$ 5,000 | \$ 5,000 |
| 3 | RELOCATE BENCH | EA | 1 | \$ 1,000 | \$ 1,000 |
| 4 | REMOVE CURB AND GUTTER | LF | 1,500 | \$ 3 | \$ 4,500 |
| 5 | REMOVE BITUMINOUS PAVEMENT (ROADWAY) | SY | 675 | \$ 5 | \$ 3,375 |
| 6 | REMOVE CONCRETE DRIVEWAY PAVEMENT (DRIVEWAY/SITE) | SY | 340 | \$ 6 | \$ 2,040 |
| 7 | REMOVE BITUMINOUS DRIVEWAY PAVEMENT (DRIVEWAY/SITE) | SY | 900 | \$ 6 | \$ 5,400 |
| 8 | COMMON EXCAVATION | CY | 3,000 | \$ 12 | \$ 36,000 |
| 9 | CLASS 5 AGGREGATE BASE (6") | TON | 3,700 | \$ 17 | \$ 62,900 |
| 10 | 3" BITUMINOUS WALK | SF | 43,000 | \$ 2.50 | \$ 107,500 |
| 11 | 6" CONCRETE WALK | SF | 650 | \$ 8 | \$ 5,200 |
| 12 | TRUNCATED DOMES | SF | 90 | \$ 50 | \$ 4,500 |
| 13 | CONCRETE CURB AND GUTTER | LF | 1,500 | \$ 25 | \$ 37,500 |
| 14 | CONCRETE DRIVEWAY PAVEMENT | SY | 600 | \$ 50 | \$ 30,000 |
| 15 | BITUMINOUS DRIVEWAY PAVEMENT | SY | 500 | \$ 20 | \$ 10,000 |
| 16 | BITUMINOUS PAVEMENT (6") | TON | 225 | \$ 100 | \$ 22,500 |
| 17 | TURF ESTABLISHMENT (SEED/SOD AND TOPSOIL) | SY | 6,000 | \$ 8 | \$ 48,000 |
| 18 | EROSION CONTROL | LS | 1 | \$ 15,000 | \$ 15,000 |
| 19 | UTILITY ADJUSTMENTS/RELOCATIONS | LS | 1 | \$ 10,000 | \$ 10,000 |
| 20 | SIGNING/SITE STRIPING IMPROVEMENTS | LS | 1 | \$ 10,000 | \$ 10,000 |
| 21 | SALVAGE AND INSTALL MONUMENT SIGN | EA | 1 | \$ 10,000 | \$ 10,000 |
| 22 | SALVAGE AND INSTALL SCOREBOARD | EA | 1 | \$ 10,000 | \$ 10,000 |
| 23 | OAKDALE TRAIL RETAINING WALL #1 (MENDOTA RD) | SY | 70 | \$ 550 | \$ 38,500 |
| 24 | OAKDALE TRAIL RETAINING WALL #2 (PROPOSED PARKING LOT SITE) | SY | 60 | \$ 550 | \$ 33,000 |
| 25 | OAKDALE TRAIL RETAINING WALL #3 (WESTVIEW DRIVE) | SY | 100 | \$ 550 | \$ 55,000 |
| 26 | OAKDALE TRAIL RETAINING WALL #4 (RESIDENTIAL) | SY | 100 | \$ 550 | \$ 55,000 |
| 27 | OAKDALE TRAIL RETAINING WALL #5 (BALL FIELD) | SY | 100 | \$ 550 | \$ 55,000 |
| 28 | LANDSCAPE RESTORATION ALLOWANCE | LS | 1 | \$ 25,000 | \$ 25,000 |
| 29 | CHAIN LINK FENCE | LF | 800 | \$ 40 | \$ 32,000 |
| | Subtotal | | | | \$ 771,000 |
| | 10% Construction Contingency | | | | \$ 77,000 |
| | Subtotal | | | | \$ 848,000 |

Total Project Construction Cost \$ 1,401,000

| SUMMARY OF COST CHANGES | |
|---|-----------------|
| | Estimated Costs |
| Original Application | \$ 1,494,200.00 |
| 2016 Sidewalk Costs (17,700 SF x \$8/SF) | \$ (141,600.00) |
| 2016 Relocate Sign (4 EA x \$200 EA) | \$ (800.00) |
| 2016 Mobilization (5%) | \$ (7,120.00) |
| 2016 Erosion Control (3%) | \$ (4,272.00) |
| 2016 Traffic Control (3%) | \$ (4,272.00) |
| 2016 Construction Contingency (10%) | \$ (14,240.00) |
| Revised Amount per F&P Direction | \$ 1,321,896 |

| SUMMARY OF FUNDING REQUEST CHANGES | | | | |
|--------------------------------------|---------------|--|-------------------------|--------------------------------------|
| | Cost Estimate | | Federal Funding Request | Net Change from Original Application |
| Original Application | \$ 1,494,200 | | \$ 1,195,360 | |
| Scope Amendment Request (12/21/2017) | \$ 1,401,000 | | \$ 1,120,800 | \$ (74,560) |
| Revised Amount per F&P Direction | \$ 1,321,896 | | \$ 1,057,517 | \$ (137,843) |

Marie Avenue Segment 1C

12/15/2014

| UNIT LEGEND: LS=Lump Sum, SF=Square Feet, SY=Square Yard, EA=Each, LF=Lineal Foot, CY=Cubic Yards, AC=Acre, RD STA=Road Station | | | | | |
|---|--|----------------|------|-------------------------|--------------------|
| Marie Avenue Segment 1C: S. Robert Street to Oakdale Avenue (2960 LF .56 miles) Preliminary Construction Estimate (2014 Dollars) | | | | | |
| Notes | Sign & Utility Relocation | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
| | Relocate Sign | 17 | EA | \$200 | \$3,400 |
| | Relocate Hydrant and Adjust Gate Valve | 2 | EA | \$2,500 | \$5,000 |
| 4 | Relocate Storm Drain | 15 | EA | \$4,000 | \$60,000 |
| 5 | Relocate Street Light | 10 | EA | \$3,500 | \$35,000 |
| Sign & Utility Relocation Total: | | | | | \$103,400 |
| Notes | Trail Construction (elements behind curb) | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
| 6 | Clear & Grub Tree | 15 | EA | \$1,000 | \$15,000 |
| | Remove Existing Pedestrian Ramp | 1 | EA | \$250 | \$250 |
| 9 | 10-Foot Wide Paved Trail, 3" Thickness | 2960 | LF | \$70 | \$207,200 |
| 10 | Concrete Pedestrian Ramp w/Truncated Domes | 6 | EA | \$2,000 | \$12,000 |
| 11 | Trail Signage | 47 | SF | \$60 | \$2,820 |
| 13 | Concrete Sidewalk | 17,700 | LF | \$8 | \$141,600 |
| Trail Construction Total: | | | | | \$378,870 |
| Notes | SUBTOTAL CONSTRUCTION (NO ROW)* | | | | \$480,000 |
| 14 | Erosion Control, 3%* | | | | \$14,000 |
| | Construction Surveying, 8%* | | | | \$38,000 |
| | Traffic Control, 3%* | | | | \$14,000 |
| | Mobilization, 5%* | | | | \$24,000 |
| | SUBTOTAL 2 | | | | \$570,000 |
| | Construction Contingency, 20%* | | | | \$114,000 |
| | CONSTRUCTION SUBTOTAL | | | | \$684,000 |
| | Design & Engineering Contingency, 20%* | | | | \$137,000 |
| | MARIE AVENUE SEGMENT 1C TOTAL | | | | \$821,000 |

* Figure has been rounded.

Notes: See Page 29 for details.

Oakdale Avenue (CSAH 73) Segment 2A

12/15/2014

UNIT LEGEND: LS=Lump Sum, SF=Square Feet, SY=Square Yard, EA=Each,
LF=Lineal Foot, CY=Cubic Yards, AC=Acre, RD STA=Road Station

**Oakdale Avenue Segment 2A: Wentworth Avenue to Marie Avenue (2,730 LF | .52 miles)
Preliminary Construction Estimate (2014 Dollars)**

| Notes | Right-of-Way Acquisition | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
|---|--|----------------|------|-------------------------|--------------------|
| 3 | Purchase Easements for trail corridor | 14,300 | SF | \$25 | \$357,500 |
| Right-of-Way Acquisition Total: | | | | | \$357,500 |
| Notes | Sign & Utility Relocation | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
| | Relocate Sign | 19 | EA | \$200 | \$3,800 |
| | Relocate Hydrant and Adjust Gate Valve | 3 | EA | \$2,500 | \$7,500 |
| 4 | Relocate Storm Drain | 6 | EA | \$4,000 | \$24,000 |
| Sign & Utility Relocation Total: | | | | | \$35,300 |
| Notes | Trail Construction (elements behind curb) | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
| 6 | Clear & Grub Tree | 21 | EA | \$1,000 | \$21,000 |
| | Remove Existing Pedestrian Ramp | 4 | EA | \$250 | \$1,000 |
| 9 | 10-Foot Wide Paved Trail, 3" Thickness | 2730 | LF | \$70 | \$191,100 |
| 10 | Concrete Pedestrian Ramp w/Truncated Domes | 4 | EA | \$2,000 | \$8,000 |
| 11 | Trail Signage | 44 | SF | \$60 | \$2,640 |
| Trail Construction Total: | | | | | \$223,740 |
| Notes | Roadway Elements | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
| 7 | Sawcut Bituminous Roadway | 450 | LF | \$5 | \$2,250 |
| | Remove Concrete Driveway Apron | 1620 | SF | \$3 | \$4,860 |
| 8 | Remove Bituminous Roadway | 100 | SY | \$4 | \$400 |
| | Concrete Driveway Apron | 9 | EA | \$3,000 | \$27,000 |
| 12 | Pave Bituminous Roadway, 6" Thickness | 450 | SY | \$25 | \$11,250 |
| Roadway Elements Total: | | | | | \$45,760 |
| | SUBTOTAL CONSTRUCTION (NO ROW)* | | | | \$300,000 |
| 14 | Erosion Control, 3%* | | | | \$9,000 |
| | Construction Surveying, 8%* | | | | \$24,000 |
| | Traffic Control, 3%* | | | | \$9,000 |
| | Mobilization, 5%* | | | | \$15,000 |
| | SUBTOTAL 2 | | | | \$357,000 |
| | Construction Contingency, 20%* | | | | \$71,000 |
| | CONSTRUCTION SUBTOTAL | | | | \$428,000 |
| | Design & Engineering Contingency, 20%* | | | | \$86,000 |
| | RIGHT-OF-WAY ACQUISITION SUBTOTAL | | | | \$357,500 |
| | OAKDALE AVENUE SEGMENT 2A TOTAL | | | | \$871,500 |

* Figure has been rounded.

Notes: See Page 29 for details.

Oakdale Avenue (CSAH 73) Segment 2B

12/15/2014

| UNIT LEGEND: <u>LS</u> =Lump Sum, <u>SF</u> =Square Feet, <u>SY</u> =Square Yard, <u>EA</u> =Each, <u>LF</u> =Lineal Foot, <u>CY</u> =Cubic Yards, <u>AC</u> =Acre, <u>RD STA</u> =Road Station | | | | | |
|--|--|----------------|------|-------------------------|--------------------|
| Oakdale Avenue Segment 2B: Marie Avenue to Mendota Road E. (2,370 LF .45 miles) Preliminary Construction Estimate (2014 Dollars) | | | | | |
| Notes | Right-of-Way Acquisition | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
| 3 | Purchase Easements for trail corridor | 11,430 | SF | \$25 | \$285,750 |
| Right-of-Way Acquisition Total: | | | | | \$285,750 |
| Notes | Sign & Utility Relocation | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
| | Relocate Sign | 10 | EA | \$200 | \$2,000 |
| | Relocate Hydrant and Adjust Gate Valve | 1 | EA | \$2,500 | \$2,500 |
| 4 | Relocate Storm Drain | 7 | EA | \$4,000 | \$28,000 |
| Sign & Utility Relocation Total: | | | | | \$32,500 |
| Notes | Trail Construction (elements behind curb) | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
| 6 | Clear & Grub Tree | 20 | EA | \$1,000 | \$20,000 |
| | Remove Existing Pedestrian Ramp | 4 | EA | \$250 | \$1,000 |
| 9 | 10-Foot Wide Paved Trail, 3" Thickness | 2370 | LF | \$70 | \$165,900 |
| 10 | Concrete Pedestrian Ramp w/Truncated Domes | 4 | EA | \$2,000 | \$8,000 |
| 11 | Trail Signage | 38 | SF | \$60 | \$2,280 |
| Trail Construction Total: | | | | | \$197,180 |
| Notes | Roadway Elements | Estimated Qty. | Unit | Unit Price (in Dollars) | Total (In Dollars) |
| 7 | Sawcut Bituminous Roadway | 400 | LF | \$5 | \$2,000 |
| | Remove Concrete Driveway Apron | 1440 | SF | \$3 | \$4,320 |
| 8 | Remove Bituminous Roadway | 89 | SY | \$4 | \$356 |
| | Concrete Driveway Apron | 8 | EA | \$3,000 | \$24,000 |
| 12 | Pave Bituminous Roadway, 6" Thickness | 89 | SY | \$25 | \$2,225 |
| Roadway Elements Total: | | | | | \$32,901 |
| Notes | SUBTOTAL CONSTRUCTION (NO ROW)* | | | | \$260,000 |
| 14 | Erosion Control, 3%* | | | | \$8,000 |
| | Construction Surveying, 8%* | | | | \$21,000 |
| | Traffic Control, 3%* | | | | \$8,000 |
| | Mobilization, 5%* | | | | \$13,000 |
| | SUBTOTAL 2 | | | | \$310,000 |
| | Construction Contingency, 20%* | | | | \$62,000 |
| | CONSTRUCTION SUBTOTAL | | | | \$372,000 |
| | Design & Engineering Contingency, 20%* | | | | \$74,000 |
| | RIGHT-OF-WAY ACQUISITION SUBTOTAL | | | | \$285,750 |
| | OAKDALE AVENUE SEGMENT 2B TOTAL | | | | \$731,750 |

* Figure has been rounded.
Notes: See Page 29 for details.

ACTION TRANSMITTAL 2018-03

DATE: December 27, 2018

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Steve Peterson, Manager of Highway Planning and TAB/TAC
Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2018 Regional Solicitation for Transportation Projects Public
Comment Report

REQUESTED ACTION: Recommend the acceptance of the public comments for the 2018
Regional Solicitation for Transportation Projects

RECOMMENDED MOTION: That TAC recommend to TAB the acceptance of the public
comments for the 2018 Regional Solicitation for Transportation
Projects

BACKGROUND AND PURPOSE OF ACTION: Following completion of the 2016 Regional Solicitation, staff worked with the TAC Funding & Programming Committee, TAC, and TAB on updating measures and scoring guidelines for the 2018 Regional Solicitation. A draft Solicitation with approved changes was subsequently released for public review. Comments were received from four respondents in response to the public review period, which ended on December 8, 2017. The comments are attached to this item. The respondents are Shakopee City Council Member Matt Lehman; Transportation Accessibility Advisory Committee (TAAC) members Ken Rodgers and Margo Imdieke-Cross; and Maple Grove Director of Public Works/City Engineer Ken Ashfeld.

Also included in this summary is a proposed solution to the question of whether to mandate signal timing to have occurred within the past five years on interchanges or projects expanding thru-lanes. At last month's meeting, the Committee suggested setting Synchro to reflect optimized signals. Page 5 of the attachment shows this option reflected in the congestion reduction measure within the Roadway Expansion category.

Committee members should review the comments and suggest whether any recommended changes should come from them.

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

COMMITTEE COMMENTS AND ACTION: At its January 21, 2017, meeting, the Funding & Programming Committee unanimously accepted the public comments. There was some discussion of including points for new roadways connecting to a corridor cited in the Regional Truck Corridor Study but no recommendation materialized.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|-------------------------------|-------------------------|-----------------------|
| TAC Funding & Programming | Review & Recommend | 12/21/2017 |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review & Accept | |

SUMMARY OF COMMENTS RECEIVED

First Comment (Page 4):

- Comment: Desperately need increased river crossing roadway capacity in the southwest metro to accommodate growth and economic growth.
- Submitted by: Matt Lehman, Shakopee City Council.
- Staff response: TAB voted to include at least \$10M in bridge funding in the 2018 Regional Solicitation as part of the draft application package that was released for public review. As part of the scoring, bridge projects that are further away from other bridges get more points because of the lack of crossings in the immediate area. Agencies across the region are encouraged to apply for the bridge funding to meet the needs they have identified.

Second Comment (Page 5):

- Comment: I want to add some emphasis that we're beyond people substantially working towards developing an ADA plan. Their plans were due 27 years ago. For entities just barely getting around to it now, they are so far out of compliance it's not even funny. I applaud the Council for blending this into eligibility requirements for funding moving forward, but I think this needs to be more rigid. These plans were due almost three decades ago. To not have them, they should be severely penalized for their lack of action. To be able to make them ineligible to apply for these funds is the least we could be doing to help them do what they need to do.
- Submitted by: Ken Rodgers, Transportation Accessibility Advisory Committee (TAAC).
- Staff response: While it's true that this is a long-standing requirement, this is the first instance of the MPO implementing a requirement before applicants can even apply for the federal funds. Making this a requirement is a major step forward for the region. The intent of this qualifying criterion is to assure that those applicants deficient in creation of these plans are moving in the right direction. The MPO will also be surveying agencies to gauge their progress on the ADA Transitions Plans in the coming months. The Federal Highway Administration has indicated that all agencies must be making progress for their Plans in the near future for their projects to be approved in the Transportation Improvement Program. This issue can be revisited for the next Regional Solicitation with consideration toward more rigid language in the qualifying requirement.

Third Comment (Page 5):

- Comment: I would like to see the language tightened up that applicants must have a plan in place. They could be updating that plan, but not just working towards one. They really should have them. What does it mean to be substantially working towards and how will we measure it? How will that be defined? Could we ask for deadlines, time completed, when anticipated done by to have that documentation in place?
- Submitted by: Margot Imdieke-Cross, Transportation Accessibility Advisory Committee (TAAC).
- Staff response: As discussed in the response to the second comment, the intent of this qualifying criterion is to assure that those applicants deficient in creation of these plans are moving in the right direction. This is an opportunity to gauge where our region's agencies stand regarding this requirement and, if needed, to provide stronger enforcement in the future. For the 2018 Regional Solicitation, substantially working towards completion of the plan means that work has been started on a plan and that a reasonable completion date is established. The on-line Solicitation application will ask for the date the plans have been completed along with the start date and anticipated completion date of in-progress plans. This will help the Council understand the needs and should help direct enforcement moving forward.

Fourth Comment (Attached Letter):

- Summary of comments (full comment letter attached):
 - The City supports increased weighting of Role in the Transportation System and Economy in the Roadway Expansion category. However, revised scoring measures for Role in the Transportation System and Economy in the Roadway Expansion category disadvantages new corridors, which were not incorporated into the studies highlighted in measures A and C.
 - Projected growth will lead to the need for new regional corridors within the suburban edge and emerging suburban. However, the criteria and measures favor management of existing corridors.
- Submitted by: Ken Ashfeld, City of Maple Grove Director of Public Works / City Engineer.
- Staff response: Given the high demand and limited supply for Regional Solicitation funds, approved scoring measures largely focus on existing, as opposed to future, problems. Regarding the scoring measure that includes the Principal Arterial Intersection Conversion Study, applicants will score points either on the results of this study or on the level of congestion on parallel routes, whichever method gives the applicant the most points. As such, new roadways would be awarded points based on congestion on parallel routes. With regard to the Regional Truck Corridor Study scoring measure, new roadways would be eligible for 10 of the 80 points if they directly connect to a Tier 1, 2, or 3 freight corridor. The technical committees may want to consider whether a new roadway should be awarded points based on the freight tier of the roadway on which it will connect to once built.

From: [PublicInfo](#)
To: [Koutsoukos, Elaine](#)
Cc: [Fure, Michelle](#); [PublicInfo](#)
Subject: FW: Regional Solicitation Public Comment
Date: Monday, November 20, 2017 9:19:45 AM

A public comment from PublicInfo.

From: mattlehmansr@comcast.net [mailto:mattlehmansr@comcast.net]
Sent: Saturday, November 18, 2017 11:23 AM
To: PublicInfo <public.info@metc.state.mn.us>
Subject: Regional Solicitation Public Comment

Desperately need increased river crossing roadway capacity in the southwest metro to accommodate growth and economic growth.
Matt Lehman shakopee city council

Sent from my HTC

On December 6, 2017, Council staff presented an informational item to the Transportation Accessibility Advisory Committee about the work being done in the region to respond to the Federal Highway Administration's initiative to ensure that public agencies are complying with Title II of the Americans with Disabilities Act of 1990 by having current ADA transition plans or self-evaluations. This presentation included information about the draft qualifying criterion in the Regional Solicitation relating to ADA transition plans or self-evaluations. One of the members of the committee had the following comments related to this qualifying criterion.

Ken Rodgers: I want to add some emphasis that we're beyond people substantially working towards developing an ADA plan. Their plans were due 27 years ago. For entities just barely getting around to it now, they are so far out of compliance it's not even funny. I applaud the Council for blending this into eligibility requirements for funding moving forward, but I think this needs to be more rigid. These plans were due almost three decades ago. To not have them, they should be severely penalized for their lack of action. To be able to make them ineligible to apply for these funds is the least we could be doing to help them do what they need to do.

[Heidi Schallberg, AICP](#)

Senior Planner | Metropolitan Council

heidi.schallberg@metc.state.mn.us

P. 651.602.1721

390 North Robert Street | St. Paul, MN | 55101 | metro council.org



City of Maple Grove

12800 Arbor Lakes Parkway, P.O. Box 1180, Maple Grove, MN 55311-6180 763-494-6000

December 8, 2017

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Subject: Draft 2018 Regional Solicitation – Comments

Dear Ms. Koutsoukos:

We have reviewed the Draft 2018 Regional Solicitation for the Surface Transportation Block Grant Program (STBGP) that was adopted at the Transportation Advisory Board (TAB) November 15, 2017 meeting, and offer the following comments for consideration:

- We support the increased weighting of the Role in the Transportation System and Economy criteria for Roadway Expansion projects, as we believe that expansion projects must serve a regional transportation purpose.
- However, the revised scoring measures for the Role in the Transportation System and Economy criteria, specifically as they apply to Roadway Expansion applications; create a disadvantage to new or non-improved corridors. Since new roadways were not incorporated into regional prioritization studies such as the *Principal Arterial Intersection Conversion Study* and/or the *Regional Truck Corridor Study*, they cannot receive any points in their respective sub-sections under Measures A and C.
- According to the *2040 Transportation Policy Plan (TPP)*, the metropolitan area will add approximately 824,000 new residents and 550,000 new jobs. This growth will lead to more travel. Not all of this new growth will occur within the Urban Core/Urban/Suburban communities where the regional transportation system is well established. Therefore, new regional corridors will be needed within the Suburban Edge/Emerging Suburban Edge communities to accommodate the anticipated growth that will occur within the 2040 TPP planning horizon.
- As currently written, the scoring criteria and measures tend to focus on modernization or management of existing corridors within the Urban Core/Urban/Suburban communities, while essentially ignore new corridors of regional significance within the Suburban Edge/Emerging Suburban Edge communities.

“Serving Today, Shaping Tomorrow”

AN EQUAL OPPORTUNITY EMPLOYER

December 8, 2017

Page 2

Thank you for the opportunity to provide comments on the Draft 2018 Regional Solicitation for the Surface Transportation Block Grant Program. If you have any questions regarding any of our comments, please contact me at (763) 494-6351, or kashfeld@maplegrovern.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Ashfeld". The signature is fluid and cursive, with a large initial "K" and "A".

Ken Ashfeld, P.E.

Director of Public Works/City Engineer

KA/JH:rkg

cc: Heidi Nelson, City Administrator
Jupe Hale, Assistant City Engineer
John Hagen, Transportation Operations Engineer

Application: Roadway Expansion
Measure: Congestion Reduction

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

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

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

- Under the network settings, all defaults should be used for lanes, saturation flow rates, volumes, ~~phases~~ and simulation
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals). Use this setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year

Total Peak Hour Delay Reduced (Seconds) = Total Peak Hour Delay Per 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, or date of last signal retiming for signalized corridors (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 points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive $(5,000/25,000)*100$ points, or 20 points.

ACTION TRANSMITTAL 2018-04

DATE: December 27, 2017

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Release of 2018 Regional Solicitation for Transportation Projects

REQUESTED ACTION: Recommend the release of the 2018 Regional Solicitation Transportation Projects

RECOMMENDED MOTION: That TAC recommend to TAB the release of the 2018 Regional Solicitation for Transportation Projects with removal of right-of-way as eligible for federal funds in bicycle and pedestrian projects and addition of a requirement to Use Synchro's automatic optimization to determine cycle, offset and splits with and without the project.

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. The Twin Cities Metropolitan Area selects projects for funding from two federal programs: the Surface Transportation Block Grant (STBG) Program and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Following completion of the 2016 Regional Solicitation, staff worked with the TAC Funding & Programming Committee, TAC, and TAB on updating measures and scoring guidelines. A draft Solicitation with approved changes was subsequently released for public review. The attached materials include the 10 applications, introduction, forms, and qualifying criteria for the 2018 Regional Solicitation. Approximately \$200 million is expected to be available in this solicitation. Most of the funding is for fiscal years 2022 and 2023. The exception is for the travel demand management application, which will solicit about \$1.2 million for 2020 and 2021.

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

COMMITTEE COMMENTS AN ACTION: At its December 21, 2017, meeting, the Funding & Programming Committee unanimously recommended release of the 2018 Regional Solicitation for Transportation Projects, reflective of the following changes:

- Removal of right-of-way as an eligible federal reimbursement (and, therefore, a part of the total project cost) for bicycle and pedestrian projects. Eligibility of right-of-way in transit projects was not discussed, so the recommendation does not remove that eligibility.
- In the Congestion Reduction measure of the Roadway Expansion application, two changes to the required inclusion of Synchro reports:

- Addition of “saturation flow rates” and removal of “phases” from the default settings language. This is a technical correction (this also applies to the Roadway Reconstruction/Modernization application)
- Addition of: “Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals). Use this setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.”

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|-------------------------------|-------------------------|-----------------------|
| TAC Funding & Programming | Review & Recommend | 12/21/2018 |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review & Accept | |

Introduction to the Regional Solicitation for Transportation Projects

November 15, 2017

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 2022 and 2023, but there is no money set aside at the current time [with current federal legislation](#).

Connection to the Regional Policy

The Regional Solicitation process and criteria were overhauled in 2014 to reflect new federal guidance and regional goals. These regional goals were defined through *Thrive MSP 2040*, the regional development framework for the metropolitan area. The region's long-range transportation plan, the *2040 Transportation Policy Plan (TPP)*, was developed to meet federal requirements but also reflect and help implement the regional goals established in *Thrive*. It is useful to understand the intent behind both *Thrive* and the *TPP* to ensure that all projects funded through the Regional Solicitation meet these shared goals. These funds are intended to implement the region's transportation plan and to address local problems identified in required comprehensive plans.

While there are national goals for the region's transportation system, including the implementation of a performance-based planning approach to investments, federal legislation requires metropolitan areas to set their own goals. Projects funded through the Regional Solicitation do not need to be specifically named in the *TPP* because they must prove consistency with regional goals and policies to pass the qualifying review step of the Regional Solicitation process. In addition, the goals of the *TPP* are strongly reflected in the prioritizing criteria used to select projects shown in the following table.

TABLE 1: REGIONAL SOLICITATION CONNECTION TO REGIONAL POLICY

| Prioritizing Criteria | Thrive Outcomes | TPP Goals |
|--|--|--|
| Role in the Regional Transportation System and Economy | <ul style="list-style-type: none"> – Prosperity – Livability | <ul style="list-style-type: none"> – Access to Destinations – Competitive Economy |
| Usage | <ul style="list-style-type: none"> – Livability – Prosperity | <ul style="list-style-type: none"> – Access to Destinations – Competitive Economy |
| Equity and Housing Performance | <ul style="list-style-type: none"> – Equity – Livability | <ul style="list-style-type: none"> – Access to Destinations – Leveraging Transportation Investments to Guide Land Use |
| Infrastructure Age | <ul style="list-style-type: none"> – Stewardship – Sustainability | <ul style="list-style-type: none"> – Transportation System Stewardship |
| Congestion Reduction/Air Quality | <ul style="list-style-type: none"> – Prosperity – Livability | <ul style="list-style-type: none"> – Healthy Environment – Competitive Economy |
| Safety | <ul style="list-style-type: none"> – Livability – Sustainability | <ul style="list-style-type: none"> – Safety and Security |
| Multimodal Facilities and Existing Connections | <ul style="list-style-type: none"> – Prosperity – Equity – Livability – Sustainability | <ul style="list-style-type: none"> – Access to Destinations – Transportation and Land Use – Competitive Economy |
| Risk Assessment | <ul style="list-style-type: none"> – Stewardship | <ul style="list-style-type: none"> – Transportation System |
| Cost Effectiveness | <ul style="list-style-type: none"> – Stewardship | <ul style="list-style-type: none"> – Transportation System |

Modal Categories and Application Categories

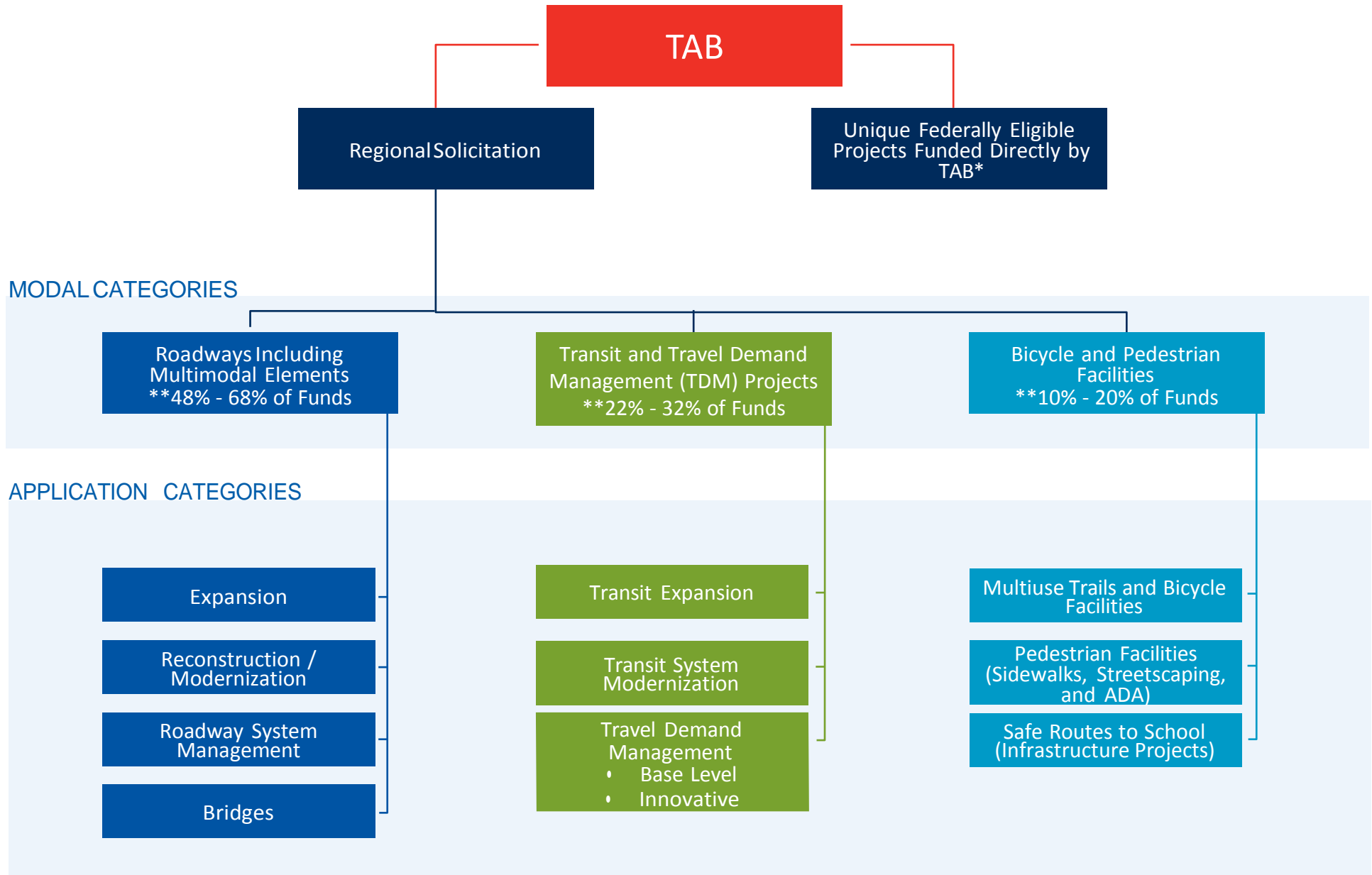
As depicted in on the following page, the applications are grouped into three primary modal categories:

1. Roadways Including Multimodal Elements
2. Transit and Travel Demand Management (TDM) Projects
3. Bicycle and Pedestrian Facilities

Each of these modal categories includes three to four application categories for a total of 10 categories. TAB will also consider unique federally eligible projects that do not fit one of the 10 application categories on their merits, if they are submitted. These unique projects, which are required to be federally eligible and generate regional benefit, cannot be included in the competitive process because they are not easily compared to other submitted projects. These projects should request funding directly from the TAB. While unique projects may be submitted at any time, if they are submitted during the formal solicitation process, TAB will consider them in the same time frame, if possible, so funding decisions can be coordinated.

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.



*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 project types should request funding directly from TAB.

**TAB approved the 2018 Regional Solicitation 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 \$200 million in federal funds is anticipated to be available in this solicitation for program years 2022 and 2023. As shown in Table 2, 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. In addition, TAB approved allocating minimum of \$10 million ~~to \$15 million~~ to the Bridge Rehabilitation/Replacement application category, with this money coming from Roadways Including Multimodal Elements. Base-level 2022 and 2023 TDM funding for the TMOs and Metro Transit will be taken out of the Transit and TDM category for the next solicitation. Additionally, there is \$1.2 million of TDM funding that is available for 2020 and 2021 for innovative projects from the previous solicitation.

TABLE 2: 2022–2023 MODAL FUNDING LEVELS

| | Roadways Including Multimodal Elements | Transit and TDM Projects | Bicycle and Pedestrian Facilities | Total |
|-----------------------------|---|--|--|----------------|
| Modal Funding Levels | Range of 48%-68% Range of \$96M-\$136M | Range of 22%-32% Range of \$44M-\$64M | Range of 10%-20% Range of \$20M-\$40M | 100% \$200M |

Within Roadways Including Multimodal Elements, at least one project will be funded from each of the five eligible functional classifications: A-minor arterial augmentors, connectors, expanders, and relievers, as well as non-freeway principal arterials.

Table 3 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 3: REGIONAL SOLICITATION FUNDING AWARD MINIMUMS AND MAXIMUMS

| Modal Categories | 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 <u>and Spot Mobility</u> | \$1,000,000 | \$7,000,000 |
| | Roadway Traffic System Management <u>Technologies</u> | \$250,000 | \$7,000,000 |
| | Bridge Rehabilitation/-Replacement | \$1,000,000 | \$7,000,000 |
| Transit and TDM Projects | Transit Expansion | \$500,000 | \$7,000,000 |
| | Transit System Modernization | \$100,000 | \$7,000,000 |
| | Travel Demand Management (TDM) | \$75,000 | \$300,000 <u>\$500,000</u> |
| Bicycle and Pedestrian Facilities | Multiuse Trails and Bicycle Facilities | \$250,000 | \$5,500,000 |
| | Pedestrian Facilities | \$250,000 | \$1,000,000 |
| | Safe Routes to School (Infrastructure Projects) | \$150,000 | \$1,000,000 |

Roadways Including Multimodal Elements

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 new thru-lane capacity with these federal funds per regional policy and must apply in the Reconstruction/Modernization and Spot Mobility application category.

Examples of Roadway Expansion Projects:

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

Scoring:

| Criteria and Measures | Points | % of Total Points |
|--|---------------------------|-------------------|
| 1. Role in the Regional Transportation System and Economy | 175 210 | 19% |
| Measure A - nearest <u>Level of Congestion and Principal Arterial Intersection Conversion Study Priorities</u> Average distance to nearest parallel roadways | 80 | |
| Measure B - Connection to Total Jobs, and Manufacturing/Distribution Jobs, and Students | 30 50 | |
| Measure C - traffic <u>Regional Truck Corridor Study Tiers</u> Current daily heavy commercial traffic | 50 80 | |
| Measure D - Freight project elements | 15 | |
| 2. Usage | 175 | 16% |
| Measure A - Current daily person throughput | 110 | |
| Measure B - Forecast 2040 average daily traffic volume | 65 | |
| 3. Equity and Housing Performance | 100 | 9% |
| Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation | 30 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Infrastructure Age | 75 40 | 4% |
| Measure A - Date of construction | 75 40 | |
| 5. Congestion Reduction/Air Quality | 150 | 14% |
| Measure A - Vehicle delay reduced | 100 | |
| Measure B - Kg of emissions reduced | 50 | |
| 6. Safety | 150 | 14% |
| Measure A - Crashes reduced | 150 | |
| 7. Multimodal Elements and Existing Connections | 100 | 9% |
| Measure A - Transit, bicycle, or pedestrian project elements and connections | 100 | |
| 8. Risk Assessment | 75 | 7% |
| Measure A - Risk Assessment Form | 75 | |
| 9. Cost Effectiveness | 100 | 9% |
| Measure A - Cost effectiveness (total points awarded/total project cost) | 100 | |
| Total | 1,100 | |

Roadways Including Multimodal Elements

Roadway Reconstruction/Modernization and Spot Mobility

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, or modernizes, or adds new spot mobility elements (e.g., new turn lanes, traffic signal, or roundabout) ~~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 and Spot Mobility Projects:

- Intersection improvements
- 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)
- Two-lane to three-lane conversions (with a continuous center turn lane)
- Four-lane to three-lane ~~reconstructions~~ conversions
- Roundabouts
- Addition or replacement of traffic signals
- Shoulder improvements
- Strengthening a non-10-ton roadway
- Raised medians, frontage roads, access modifications, or other access management
- Roadway improvements with the addition of multimodal elements
- New alignments that replace an existing alignment and do not expand the number of lanes

Scoring:

| Criteria and Measures | Points | % of Total Points |
|--|---------------------------|-------------------|
| 1. Role in the Regional Transportation System and Economy | 175 170 | 15% |
| Measure A - <u>Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas</u> Average distance to nearest parallel roadways | 80 65 | |
| Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs | 40 30 | |
| Measure C - <u>Regional Truck Corridor Study Tiers</u> Current daily heavy commercial traffic | 65 50 | |
| Measure D - Freight project elements | 15 | |
| 2. Usage | 175 | 16% |
| Measure A - Current daily person throughput | 110 | |
| Measure B - Forecast 2040 average daily traffic volume | 65 | |
| 3. Equity and Housing Performance | 100 | 9% |
| Measure A - Connection to disadvantaged populations and project's benefits | 30 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Infrastructure Age/Condition | 150 | 14% |
| Measure A - Date of construction | 50 | |
| Measure B - Geometric, structural, or infrastructure deficiencies | 100 | |
| 5. Congestion Reduction/Air Quality | 75 80 | 7% |
| Measure A - Vehicle delay reduced | 45 50 | |
| Measure B - Kg of emissions reduced | 30 | |
| 6. Safety | 150 | 14% |
| Measure A - Crashes reduced | 150 | |
| 7. Multimodal Elements and Existing Connections | 100 | 9% |
| Measure A - Transit, bicycle, or pedestrian project elements and connections | 100 | |

Roadways Including Multimodal Elements

| Criteria and Measures | Points | % of Total Points |
|--|--------------|-------------------|
| 8. Risk Assessment | 75 | 7% |
| Measure A - Risk Assessment Form | 75 | |
| 9. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total points awarded/total project cost) | 100 | |
| Total | 1,100 | |

Roadways Including Multimodal Elements

Roadway System Traffic Management Technologies

Definition: An Intelligent Transportation System (ITS) or similar projects that primarily benefit 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 Traffic Management Technologies Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and pedestrians
- New or replacement traffic management centers
- New or replacement ~~fiber optic cables used for~~ traffic communication 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 | 125 175 | 16% |
| Measure A - Average distance to nearest parallel roadways <u>Functional classification of project</u> | 55 50 | |
| Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs <u>Regional Truck Corridor Study tiers</u> | 30 50 | |
| Measure C - Current daily heavy commercial traffic <u>Integration within existing traffic management systems</u> | 30 50 | |
| Measure D - <u>Coordination with other agencies</u> Freight project elements | 10 25 | |
| 2. Usage | 125 | 11% |
| Measure A - Current daily person throughput | 85 | |
| Measure B - Forecast 2040 average daily traffic volume | 40 | |
| 3. Equity and Housing Performance | 100 | 9% |
| Measure A - Connection to disadvantaged populations and project's benefits | 30 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Infrastructure Age | 75 | 7% |
| Measure A - Date of construction | 75 | |
| 5. Congestion Reduction/Air Quality | 200 | 18% |
| Measure A - Vehicle delay reduced | 150 | |
| Measure B - Kg of emissions reduced | 50 | |
| 6. Safety | 200 | 18% |
| Measure A - Crashes reduced | 200 50 | |
| <u>Measure B – Safety issues in project area</u> | <u>150</u> | |
| 7. Multimodal Elements and Existing Connections | 100 50 | 5% |
| Measure A - Transit, bicycle, or pedestrian project elements and connections | 100 50 | |

Roadways Including Multimodal Elements

| Criteria and Measures | Points | % of Total Points |
|--|--------------|-------------------|
| 8. Risk Assessment | 75 | 7% |
| Measure A- Risk Assessment Form | 75 | |
| 9. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total points awarded/total project cost) | 100 | |
| Total | 1,100 | |

Roadways Including Multimodal Elements

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 | 195 | 18% |
| Measure A - Average Distance to <u>the</u> nearest parallel bridges | 115 <u>100</u> | |
| Measure B - Connection to Total Jobs, and Manufacturing/Distribution Jobs, <u>and post-secondary students</u> | 30 | |
| Measure C - Current daily heavy commercial traffic | 35 <u>65</u> | |
| Measure D - Freight project elements | 15 | |
| 2. Usage | 130 | 12% |
| Measure A - Current daily person throughput | 100 | |
| Measure B - Forecast 2040 average daily traffic volume | 30 | |
| 3. Equity and Housing Performance | 100 | 9% |
| Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation | 30 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Infrastructure Condition | 400 | 36% |
| Measure A – Bridge Sufficiency Rating | 300 | |
| Measure B – Load-Posting | 100 | |
| 5. Multimodal Elements and Existing Connections | 100 | 9% |
| Measure A - Transit, bicycle, or pedestrian project elements and connections | 100 | |
| 6. Risk Assessment | 75 | 7% |
| Measure A - Risk Assessment Form | 75 | |
| 7. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total points awarded/total project cost) | 100 | |
| Total | 1,100 | |

Transit and Travel Demand Management (TDM) Projects

Transit Expansion

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep is not eligible. If a project includes both expansion and modernization elements, it is the applicant’s discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility. ~~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 Expansion Projects:

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

Scoring:

| Criteria and Measures | Points | % of Total Points |
|---|--------------|-------------------|
| 1. Role in the Regional Transportation System and Economy | 100 | 9% |
| Measure A - Connection to Jobs and Educational Institutions | 50 | |
| Measure B – Average number of weekday transit trips connected to the project | 50 | |
| 2. Usage | 350 | 32% |
| Measure A - New Annual Riders | 350 | |
| 3. Equity and Housing Performance | 200 | 18% |
| Measure A - Connection to disadvantaged populations and projects benefits | 130 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Emissions Reduction | 200 | 18% |
| Measure A - Total emissions reduced | 200 | |
| 5. Multimodal Elements and Existing Connections | 100 | 9% |
| Measure A - Bicycle and pedestrian elements of the project and connections | 100 | |
| 6. Risk Assessment | 50 | 5% |
| Measure A - Risk Assessment Form | 50 | |
| 7. Cost Effectiveness | 100 | |
| Measure A – Cost effectiveness (total points awarded/total annual project cost) | 100 | |
| Total | 1,100 | |

Transit and Travel Demand Management (TDM) Projects

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 ~~or~~, 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.~~ Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not eligible. Projects associated wholly or in part with new ~~or expanded~~ service/facilities facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant’s discretion to choose which application category the project would best fit. Council staff can be consulted before the application deadline to determine a project’s eligibility. ~~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 on a specific transit route or in a specific area
- 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 | 9% |
| Measure A - Connection to Jobs and Educational Institutions | 50 | |
| Measure B – Average number of weekday transit trips connected to the project | 50 | |
| 2. Usage | 300 325 | 30% |
| Measure A - Total existing annual riders | 300 325 | |
| 3. Equity and Housing Performance | 150 175 | 16% |
| Measure A - Connection to disadvantageded populations and project’s benefits | 80 105 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Emissions Reduction | 100 50 | 5% |
| Measure A – Description of emissions reduced | 100 50 | |
| 5. Service and Customer Improvements | 150 200 | 18% |
| Measure A – Percent reduction in passenger travel time | 75 | |
| Measure B – Percent reduction in operating & maintenance costs | 38 | |
| Measure C A - Project improvements for transit users | 37 200 | |
| 6. Multimodal Facilities and Connections | 100 | 9% |
| Measure A - Bicycle and pedestrian elements of the project and connections | 100 | |

Transit and Travel Demand Management (TDM) Projects

| | | |
|--|-------------------|-----------|
| 7. Risk Assessment | 100 50 | 5% |
| Measure A - Risk Assessment Form | 100 50 | |
| 8. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total points awarded/total project cost) | 100 | |
| Total | 1,100 | |

Transit and Travel Demand Management (TDM) Projects

Travel Demand Management (TDM)

Definition: Transportation Demand Management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should ~~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 | 100 200 | 18% |
| Measure A - Ability to capitalize on existing regional transportation facilities and resources | 100 200 | |
| 2. Usage | 100 | 9% |
| Measure A - Users | 100 | |
| 3. Equity and Housing Performance | 150 | 14% |
| Measure A - Connection to disadvantageded populations and project's benefits, impacts, and mitigation | 80 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Congestion Reduction/Air Quality | 400 300 | 27% |
| Measure A - Congested roadways in project area | 200 150 | |
| Measure B - VMT reduced | 200 150 | |
| 5. Innovation | 200 | 18% |
| Measure A - Project innovations and geographic expansion | 200 | |
| 6. Risk Assessment | 50 | 5% |
| Measure A - Technical capacity of applicant's organization | 25 | |
| Measure B - Continuation of project after initial federal funds are expended | 25 | |
| 7. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total points awarded/total project cost) | 100 | |
| Total | 1,100 | |

Bicycle and Pedestrian Facilities

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 | 18% |
| Measure A - Identify location of project relative to Regional Bicycle Transportation Network | 200 | |
| 2. Potential Usage | 200 | 18% |
| Measure A - Existing population and employment within 1 mile | 200 150 | |
| <u>Measure B – Snow and ice control</u> | <u>50</u> | |
| 3. Equity and Housing Performance | 120 | 11% |
| Measure A - Connection to disadvantageded populations and project’s benefits, impacts, and mitigation | 50 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Deficiencies and Safety | 250 | 23% |
| Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project | 100 | |
| Measure B - Deficiencies corrected or safety problems addressed | 150 | |
| 5. Multimodal Facilities and Existing Connections | 100 | 9% |
| Measure A - Transit or pedestrian elements of the project and connections | 100 | |
| 6. Risk Assessment/Public Engagement | 130 | 12% |
| Measure A - Risk Assessment Form | 130 | |
| 7. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total points awarded/total project cost) | 100 | |
| Total | 1,100 | |

Bicycle and Pedestrian Facilities

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 | 14% |
| Measure A - Connection to Jobs and Educational Institutions | 150 | |
| 2. Potential Usage | 150 | 14% |
| Measure A - Existing population within 1/2 mile | 150 | |
| 3. Equity and Housing Performance | 120 | 11% |
| Measure A - Connection to disadvantageded populations and project's benefits, impacts, and mitigation | 50 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Deficiencies and Safety | 300 | 27% |
| Measure A - Barriers overcome or gaps filled | 120 | |
| Measure B - Deficiencies corrected or safety problems addressed | 180 | |
| 5. Multimodal Facilities and Existing Connections | 150 | 14% |
| Measure A - Transit or bicycle elements of the project and connections | 150 | |
| 6. Risk Assessment | 130 | 12% |
| Measure A - Risk Assessment Form | 130 | |
| 7. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total points awarded/total project cost) | 100 | |
| Total | 1,100 | |

Bicycle and Pedestrian Facilities

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.

Examples of Safe Routes to School Infrastructure Projects:

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

Scoring:

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

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

Project applicants can also “bundle” two or more projects together to meet the funding minimum. Bundled projects must fall into one of ~~three~~two types:

- Projects located along the same corridor (e.g., filling multiple trail gaps along a trail corridor)
- ~~Systemwide improvements (e.g., retiming traffic signals on a continuous roadway or across a downtown area)~~
- Similar improvements within a defined neighborhood or downtown area (e.g., adding benches along the sidewalks in a downtown area)

Traffic management technologies projects are exempt from the bundling rules.

Bundling of independent projects that can each meet the project minimum and are not related to one another as described above is not allowed. For eligible bundled projects, when doing scoring of multiple locations, 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. TAB selected 58 transportation projects as part of the 2016 Regional Solicitation. An evaluation process took place in the summer and fall of 2017 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 2018 Regional Solicitation:
 - ~~1. Added a new cost effectiveness criterion to all application categories.~~
 - ~~2. Inserted the scoring guidance into each application to give applicants more information regarding how their project will be evaluated.~~
 - ~~3.~~1. Approved allocating a minimum of \$10 million ~~to \$15 million~~ to the Bridge Rehabilitation/Replacement application category, with this money coming out of funding for Roadways Including Multimodal Elements.
 - ~~4. Guaranteed that at least one roadway project in each of the eligible roadway classifications (i.e., non-freeway Pprincipal Aarterials, A Mminor aAugmentor, A mMinor cConnector, A mMinor eExpander, and A mMinor rReliever) will be funded.~~
 - ~~5. Adjusted measures to make roadways/railroad grade-separation projects more competitive.~~
 - ~~6. Consolidated and simplified the Multimodal criteria and measures.~~
~~Increased the funding federal minimum award amounts.~~
 - ~~7.~~2. Included the MnDOT/Metropolitan Council Interchange Request process as a qualifying criterion.
 3. Incorporated regional prioritization studies into the project scoring including the Principal Arterial Intersection Conversion Study, Congestion Management and Safety Plan IV, and Regional Truck Corridor Study.

4. Staff will check project cost estimates for reasonableness and will be able to deduct up to 50% of the points awarded in the Cost Effectiveness measure if the estimate is not reasonable.
 5. Encouraged the option to submit transit ridership projections before the application deadline for Council review.
 6. Required that each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.
 7. Required that TDM applicants are properly categorized as a subrecipient in accordance with 2CFR200.330 and adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.
 8. Made improvements to the equity measure that address public outreach and mitigation of potential negative externalities.
 9. Increased the maximum federal award for Travel Demand Management (TDM).
 10. Made a clear connection between Thrive MSP 2040, the Transportation Policy Plan, and the prioritization criteria and measures used to select projects in the Regional Solicitation.
 11. Change the titles of the following application categories to better-reflect terminology in the 2040 Transportation Policy Plan.
 - o Roadway Reconstruction/Modernization is now Roadway Reconstruction/Modernization and Spot Mobility.
 - o Roadway System Management is now Traffic Management Technologies.
 - o Transit System Modernization is now Transit Modernization.
 12. Allowed flexibility for scoring committees to deviate from the scoring guidance when they are able to convey a sound rationale to the Funding & Programming Committee.
 13. Required applicants to submit a “before” photo and a one-page project summary.
 14. Mandated that sponsoring agencies with greater than 50 employees are, at a minimum, working toward completing its Americans with Disabilities Act (ADA) Transition Plan.
 15. Required applicants to limit each attachment to 15 8.5” by 11” pages.
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 2022 and 2023, 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.~~
 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 2022 in the TIP, the project program year begins July 1, 2021, and ends June 30, 2022. Projects selected from this solicitation will be programmed in 2022 and 2023. 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](http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-(PDF-154-KB).aspx)
7. Applicants for transit projects should be aware of the schedule and associated time lag for receiving federal funds for transit vehicle and transit operating projects. Applicants are encouraged to contact Christopher Nguyen at the Metropolitan Council (Christopher.Nguyen@metc.state.mn.us or 651-602-1961) for more details on selecting a preferred program year as part of the application given this time lag.
8. Transit projects will be given an opportunity to have their ridership projections reviewed by Council staff prior to submittal in order to determine whether the scoring methodology is sound. Any applicant wanting to have an optional review should submit draft ridership information to the TAB Coordinator two weeks prior to the application deadline.
- ~~8-9.~~ The announcement of funding availability is posted on the Metropolitan Council website and emailed to local stakeholders.
- ~~9-10.~~ 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.
- ~~10-11.~~ 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.
- ~~11-12.~~ 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.
13. TAB may or may not choose to fund at least one project from each application category.
14. Scoring committees have the option to recommend a deviation from the approved scoring guidance if a rationale for the deviation is provided to the TAC Funding and Programming Committee.
- ~~12-15.~~ For many of the quantitative measures in the Regional Solicitation, the scoring guidance gives the top project 100% of the points and the remaining projects a proportionate share of the full

points. If there is a high-scoring outlier on a particular measure, the scorer will have the option to prorate the other scores based on the second highest scoring project instead of the top project.

- ~~13. 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.~~
- 14.16. 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).
- ~~15.17.~~ 16.17. 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).
- ~~16.18.~~ 17.18. 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 4 shows the key milestones in the Regional Solicitation review, scoring, and selection process. All applications are due by 4:00 P.M. on July 13, 2018*.

TABLE 4: REGIONAL SOLICITATION SCHEDULE

| Date | Process |
|------------|---|
| 5/18/2018 | Regional Solicitation Released. Applicants can obtain on-line access at this time. |
| 7/9/2018 | Applicants must apply for on-line access by 4:00 P.M. |
| 7/13/2018 | Application deadline – 4:00 P.M. |
| 7/19/2018 | Qualifying reviews begin. |
| 8/10/2018 | Qualifying review completed (staff notify applicants that do not qualify). |
| 8/16/2018 | TAC F&P Committee meeting: Qualifying appeals heard. |
| 8/20/2018 | Scoring committees begin evaluating all qualified applications. |
| 10/5/2018 | Scoring completed. Staff prepares results for TAC F&P Committee meeting (10/18/18). |
| 10/18/2018 | TAC F&P releases project scores. |
| 10/18/2018 | Scores distributed to applicants; appeal period begins. |
| 10/31/2018 | Scoring appeal deadline. |
| 11/15/2018 | TAC F&P Committee meeting: Scoring appeals reviewed, funding options developed. |
| 12/20/2018 | TAC F&P considers funding options presented by staff and votes to eliminate, modify or create options and forwards them to the TAC. |
| 1/2/2019 | TAC review of funding options and recommendation to TAB. |
| 1/16/2019 | TAB approval of funding recommendations and direct staff to include them into the draft 2018-2021 TIP. |

**Subject to change based on TAB and Metropolitan Council approval.*

Contacts

For general questions about the Regional Solicitation, please contact:

Elaine Koutsoukos, TAB Coordinator
 Metropolitan Council
 390 North Robert Street
 St. Paul, MN 55101
 (651) 602-1717
elaine.koutsoukos@metc.state.mn.us

Technical Assistance Contacts

Table 5 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 5. 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 | Jason Junge | MnDOT | Jason.Junge@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 | Shannon Foss | MnDOT | shannon.foss@state.mn.us | (651) 366-3878 |
| | John Hackett | | John.Hackett@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 | | | | |

| Subject | Name | Organization | Email | Phone Number |
|---|--------------------|--------------|--|----------------|
| Signal Operations | Mike Fairbanks | MnDOT | Mike.Fairbanks@state.mn.us | (651) 234-7819 |
| Signal/Lighting Design | Michael Gerbensky | 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 | Michael Corbett | MnDOT | Michael.J.Corbett@state.mn.us | (651) 234-7793 |
| Safe Routes to School | Dave Cowan | MnDOT | Dave.Cowan@state.mn.us | (651) 366-4180 |
| 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 | Jonathan Stanley | Met Council | Jonathan.stanley@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 | Cole Hiniker | Met Council | cole.hiniker@metc.state.mn.us | (651) 602-1748 |
| Transit Funding Timeline | Christopher Nguyen | Met Council | Christopher.Nguyen@metc.state.mn.us | (651) 602-1961 |
| Emissions Data | Mark Filipi | Met Council | Mark.Filipi@metc.state.mn.us | (651) 602-1725 |
| Principal Arterial Intersection Conversion Study | Steve Peterson | Met Council | Steven.peterson@metc.state.mn.us | (651) 602-1819 |
| Regional Truck Highway Corridor Study | Steve Elmer | Met Council | Steven.elmer@metc.state.mn.us | (651) 602-1756 |
| Congestion Management and Safety Plan | Michael Corbett | MnDOT | Michael.J.Corbett@state.mn.us | (651) 234-7793 |

Qualifying Requirements

November 15, 2017

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 [\(2015\)](#), 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.

7. 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: 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 <u>and Spot Mobility</u> | \$1,000,000 | \$7,000,000 |
| | Roadway System <u>Traffic Management Technologies</u> | \$250,000 | \$7,000,000 |
| | Bridges Rehabilitation/Replacement | \$1,000,000 | \$7,000,000 |
| Transit and TDM Projects | Transit Expansion | \$500,000 | \$7,000,000 |
| | Transit Modernization | \$100,000 | \$7,000,000 |
| | Travel Demand Management (TDM) | \$75,000 | \$300,000 <u>\$500,000</u> |
| Bicycle and Pedestrian Facilities | Multiuse Trails and Bicycle Facilities | \$250,000 | \$5,500,000 |
| | Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) | \$250,000 | \$1,000,000 |
| | Safe Routes to School | \$150,000 | \$1,000,000 |

Check the box to indicate that the project meets this requirement

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Date plan adopted by governing body: _____

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation. Date process started _____ Date of anticipated plan completion/adoption: _____

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation. Date self-evaluation completed: _____

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation. Date process started _____ Date of anticipated plan completion/adoption: _____

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

9. The project must be accessible and open to the general public.

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

10. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

11. 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.

12. 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.

13. 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 and Spot Mobility 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.

3. **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.

4. **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.

5. **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.

6. **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.

8. Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only: All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-1756) to determine whether your project needs to go through this process.

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.

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.

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.

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 and Transit Modernization 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. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.
 Check the box to indicate that the project meets this requirement.
4. **Transit Expansion and Transit ~~System~~ Modernization projects only:** The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.
 Check the box to indicate that the project meets this requirement.
5. Travel Demand Management projects only: The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.
 Check the box to indicate that the project meets this requirement.
6. Travel Demand Management projects only: The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.
 Check the box to indicate that the project meets this requirement.

Application: Regional Solicitation for Transportation Projects in 2022 and 2023

November 15, 2017

Complete and submit the following online application **by 4:00 PM on July 13, 2018**.

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) | |
| <u>CITIES OR TOWNSHIPS WHERE THE PROJECT IS LOCATED:</u> | | | |
| 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 | |
| <input type="checkbox"/> Roadway Expansion | <input type="checkbox"/> Roadway System <u>Traffic Management Technologies</u> |
| <input type="checkbox"/> Roadway Reconstruction/Modernization <u>and Spot Mobility</u> | <input type="checkbox"/> Bridge Rehabilitation/Reconstruction |
| Transit and Travel Demand Management (TDM) Projects | |
| <input type="checkbox"/> Transit Expansion | <input type="checkbox"/> Transit System Modernization |
| <input type="checkbox"/> TDM | |
| Bicycle and Pedestrian Facilities | |
| <input type="checkbox"/> Multiuse Trails and Bicycle Facilities | <input type="checkbox"/> Safe Routes to School Infrastructure |
| <input type="checkbox"/> Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) | |
| 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): | |
| 11. PROJECT LENGTH (to the nearest one-tenth of a mile): | |

III. PROJECT FUNDING

| |
|--|
| 12. Are you applying for <u>competitive</u> funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input type="checkbox"/> 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): <input type="checkbox"/> 2020 (TDM Only) <input type="checkbox"/> 2021 (TDM Only) <input type="checkbox"/> 2022 <input type="checkbox"/> 2023 |
| 18. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): <input type="checkbox"/> 2019 <input type="checkbox"/> 2020 <input type="checkbox"/> 2021 |

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 showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant is agreeing to allow the Council to use this photograph. If applicants wish to use a google street view, they should adhere to the copyright guidelines, on the Google website:

<https://www.google.com/permissions/geoguidelines.html#streetview>.
- **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.
- Each individual attachment must be saved as an 8.5"X11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted.
- Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.

20. COORDINATION

- The applicant must include a letter of support from the agency that owns/operates ~~with jurisdiction over~~ the facility and/or the agency that will be operating the transit service (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 ~~2016-2018~~ 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, then 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 | | |
| <input type="checkbox"/> | Mobilization (approx. 5% of total cost) | \$ |
| <input type="checkbox"/> | Removals (approx. 5% of total cost) | \$ |
| <input type="checkbox"/> | Roadway (grading, borrow, etc.) | \$ |
| <input type="checkbox"/> | Roadway (aggregates and paving) | \$ |
| <input type="checkbox"/> | Subgrade Correction (muck) | \$ |
| <input type="checkbox"/> | Storm Sewer | \$ |
| <input type="checkbox"/> | Ponds | \$ |
| <input type="checkbox"/> | Concrete Items (curb & gutter, sidewalks, median barriers) | \$ |
| <input type="checkbox"/> | Traffic Control | \$ |
| <input type="checkbox"/> | Striping | \$ |
| <input type="checkbox"/> | Signing | \$ |
| <input type="checkbox"/> | Lighting | \$ |
| <input type="checkbox"/> | Turf - Erosion & Landscaping | \$ |
| <input type="checkbox"/> | Bridge | \$ |
| <input type="checkbox"/> | Retaining Walls | \$ |
| <input type="checkbox"/> | Noise Wall (do not include in cost effectiveness measure) | \$ |

| | | |
|---|---|---------------|
| <input type="checkbox"/> | Traffic Signals | \$ |
| <input type="checkbox"/> | Wetland Mitigation | \$ |
| <input type="checkbox"/> | Other Natural and Cultural Resource Protection | \$ |
| <input type="checkbox"/> | Railroad Crossing | \$ |
| <input type="checkbox"/> | Roadway Contingencies | \$ |
| <input type="checkbox"/> | Other Roadway Elements | \$ |
| Specific Bicycle and Pedestrian Elements | | |
| <input type="checkbox"/> | Path/Trail Construction | \$ |
| <input type="checkbox"/> | Sidewalk Construction | \$ |
| <input type="checkbox"/> | On-Street Bicycle Facility Construction | \$ |
| <input type="checkbox"/> | Right-of-Way | \$ |
| <input type="checkbox"/> | Pedestrian Curb Ramps (ADA) | \$ |
| <input type="checkbox"/> | Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$ |
| <input type="checkbox"/> | Pedestrian-Scale Lighting | \$ |
| <input type="checkbox"/> | Streetscaping | \$ |
| <input type="checkbox"/> | Wayfinding | \$ |
| <input type="checkbox"/> | Bicycle and Pedestrian Contingencies | \$ |
| <input type="checkbox"/> | Other Bicycle and Pedestrian Elements | \$ |
| Specific Transit and TDM Elements | | |
| <input type="checkbox"/> | Fixed Guideway Elements | \$ |
| <input type="checkbox"/> | Stations, Stops, and Terminals | \$ |
| <input type="checkbox"/> | Support Facilities | \$ |
| <input type="checkbox"/> | Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | \$ |
| <input type="checkbox"/> | Vehicles | \$ |
| <input type="checkbox"/> | Contingencies | \$ |
| <input type="checkbox"/> | Right-of-Way | \$ |
| <input type="checkbox"/> | Other Transit and TDM Elements | \$ |
| TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS | | \$ |
| | | |
| Transit Operating Costs | | |
| <input type="checkbox"/> | Number of platform hours | |
| <input type="checkbox"/> | Cost per platform hour (fully loaded costs) | \$ |
| | Subtotal - _____ | \$ |
| <input type="checkbox"/> | Other Costs – Administration, Overhead, etc. | \$ |
| | Total Transit Operating Costs | \$ |
| <input type="checkbox"/> | TDM Operating Costs | \$ |
| TOTAL TAB-ELIGIBLE TRANSIT AND TDM OPERATING COSTS | | \$ |
| | | |
| TOTAL TAB-ELIGIBLE COSTS | | \$ |

Roadway Expansion – Prioritizing Criteria and Measures

November 15, 2017

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 new thru-lane capacity with these federal funds per regional policy and must apply in the Reconstruction/Modernization and Spot Mobility application category.

Examples of Roadway Expansion Projects:

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

Scoring:

| Criteria and Measures | Points | % of Total Points |
|--|---------------------------|-------------------|
| 1. Role in the Regional Transportation System and Economy | 175 210 | 19% |
| Measure A - Average distance to nearest <u>Level of Congestion and Principal Arterial Intersection Conversion Study Priorities</u> parallel roadways | 80 | |
| Measure B - Connection to Total Jobs, and Manufacturing/Distribution Jobs, <u>and Students</u> | 30 50 | |
| Measure C - Current daily heavy commercial traffic <u>Regional Truck Corridor Study Tiers</u> | 50 80 | |
| - Measure D – Freight project elements | 15 | |
| 2. Usage | 175 | 16% |
| Measure A - Current daily person throughput | 110 | |
| Measure B - Forecast 2040 average daily traffic volume | 65 | |
| 3. Equity and Housing Performance | 100 | 9% |
| Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation | 30 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Infrastructure Age | 75 40 | 4% |
| Measure A - Date of construction | 75 40 | |
| 5. Congestion Reduction/Air Quality | 150 | 14% |
| Measure A - Vehicle delay reduced | 100 | |
| Measure B - Kg of emissions reduced | 50 | |
| 6. Safety | 150 | 14% |
| Measure A - Crashes reduced | 150 | |
| 7. Multimodal Elements and Existing Connections | 100 | 9% |
| Measure A - Transit, bicycle, or pedestrian project elements & connections | 100 | |
| 8. Risk Assessment | 75 | 7% |
| Measure A - Risk Assessment Form | 75 | |
| 9. Cost Effectiveness | 100 | 9% |

Roadway Expansion

| | |
|---|--------------|
| Measure A - Cost effectiveness (total project cost /total points awarded/ <u>total project cost</u>) | 100 |
| Total | 1,100 |

1. Role in the Regional Transportation System and Economy (175-210 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, congestion levels along the regional transportation system near the project, how it aligns with the Principal Arterial Intersection Conversion Study, serves heavy commercial traffic, and how it connects to employment, manufacturing/distribution-related employment, and students, and how it aligns with i.e., the Regional Truck Corridor Study).

- 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. Identify the level of congestion on a parallel route may provide relief for congested, parallel routes and how the project area is prioritized in the Principal Arterial Intersection Conversion Study. Respond to each of the two sub-sections below. Projects will get the highest score of the two sub-section sections.

Congestion on adjacent Parallel Routes:

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

RESPONSE (Calculation):

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

Principal Arterial Intersection Conversion Study:

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

Use the final study report for this measure: metro council.org/PAICS

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

- Proposed interchange or at-grade project that reduces delay at a High Priority Intersection: (80 Points)

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

SCORING GUIDANCE (80 Points)

~~Expanders, Augmentors, and Non-Freeway Principal Arterials: The applicant with the furthest average distance from the closest parallel~~ Due to the two scoring methods, more than one project can score the maximum points. ~~A minor Arterials arterials or Principal principal Arterials 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.~~ In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 5A. If the project does not reduce delay, then it will score 0 points for this measure.

~~Relievers: Congestion on adjacent Parallel Routes: The applicant with the~~ with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) ~~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. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive $(5/10) * 80$ points, or 40 points. ~~In order to be awarded points as an A-minor arterial the proposed project must show some delay reduction in measure 5A. If the project does not reduce delay, then it cannot reduce systemwide congestion and will score 0 points for this measure.~~

~~The scorer will have discretion in determining whether the applicant selected the correct parallel A-minor arterial or principal arterial (and location on that segment).~~

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

The scorer will assess if the applicant would score highest with congestion on the adjacent parallel routes part of the measure or the Principal Arterial Intersection Conversion Study part of the measure and give the applicant the highest of the ~~three~~ two scores out of a maximum of 6580 points. However, all interchange projects must only use the scoring output from the Principal Arterial Intersection Conversion Study.

Note: Due to the use of multiple sub-sections, two applicants may receive the full 6580 points.

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

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

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

- Existing Employment within 1 Mile: _____ (Maximum of ~~30~~50 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____ (Maximum of ~~30~~50 points)
- Existing Post-Secondary Students: _____ (Maximum of ~~18~~30 points)

SCORING GUIDANCE (~~30~~50 Points)

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

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive $(1,000/1,500)*50$ points or 33 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure. For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive $(1,000/1,500)*50$ points or 33 points.

The applicant with the highest number of post-secondary students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive $(1,000/1,500)*30$ points or 20 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of 50 points.

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

- C. **MEASURE:** This criterion relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (80 points)

Use the final study report for this measure:

<https://metro council.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx>

RESPONSE Select one for your project, based on the Regional Truck Corridor Study):

- Along Tier 1: (80 Points)

Roadway Expansion

- Along Tier 2: (60 Points)
- Along Tier 3: (40 Points)
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: (10 Points)
- None of the tiers: (0 Points)

C. Provide the current daily heavy commercial traffic at one location along the A-Minor Arterial or Non-Freeway Principal Arterial's project length. It is required that an actual count is collected, or that 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.

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

RESPONSE:

- Location: _____
- Current daily heavy commercial traffic volume: _____
- Date heavy commercial count taken: _____

SCORING GUIDANCE (50 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 $(750/1,000)*50$ points, or 38 points.

D. MEASURE: Discuss any freight elements that are included as part of the project and how they improve efficiency, security, or safety. (15 points)

Address how the proposed project safely integrates freight. Freight elements could be project elements such as upgrading a non-ten-ton roadway to a ten-ton roadway, adding paved shoulders, wider shoulders, acceleration lanes, or longer turning lanes added specifically to accommodate freight movements.

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

SCORING GUIDANCE (15 Points)

The project with the most comprehensive freight 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.

2. Usage (175 Points) – This criterion quantifies the project’s potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the A-minor arterial or non-freeway principal arterial.

A. **MEASURE:** The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps and existing transit routes that travel on the road (reference Transit Connections Map). Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. Metropolitan Council staff will calculate the current daily person throughput at one location along the A-minor arterial or non-freeway principal arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership.

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2015-2017)
- 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~~ the new proposed roadway (if applicable): _____

SCORING GUIDANCE (110 Points)

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

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

- For new roadways, identify the modeled forecast daily traffic volume ~~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
- If checked, METC Staff will provide Forecast (2040) ADT volume

OR

RESPONSE:

Roadway Expansion

- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume: _____
- Forecast (2040) ADT volume : _____

SCORING GUIDANCE (65 Points)

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

3. Equity and Housing Performance (100 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. 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 equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- 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: (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

~~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 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 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. Note also that it is possible to score negative points on this measure.

- B. MEASURE: Metropolitan Council staff will award points to the project based on the 2015-2017 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.

For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), 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 (Population for stand-alone projects from Regional Economy map) within City/Township: _____

SCORING GUIDANCE (70 Points)

The applicant with the highest 2015-2017 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. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

Roadway Expansion

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. Infrastructure Age (75-40 Points) – This criterion will assess the age of the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility, whereas improvements to a recently reconstructed roadway does not display an efficient use of funds.

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

SCORING GUIDANCE (75-40 Points)

The applicant with the oldest roadway will receive full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored was constructed 41 years ago and the oldest project was constructed 48 years ago, this applicant would receive $(41/48) * 40$ points or 34 points.

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

5. Congestion Reduction/Air Quality (150 Points) – This criterion measures the project’s ability to reduce intersection delay and emissions during peak hour conditions. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions.

- A. **MEASURE:** Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection (or rail crossing) can be added together to determine the total delay reduced by the project.
- For new roadways, identify the key intersection(s) on any parallel roadway(s) that will experience reduced delay as a result of traffic diverting to the new roadway. If more than one intersection is examined, then the delay reduced by each intersection can be added together.
 - For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the a.m. or p.m. peak hour to determine the total peak hour delay reduced by the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.

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

- Under the network settings, all defaults should be used for lanes, saturation flow rates, volumes, ~~phases~~ and simulation
- Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals). Use this setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- 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
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year

Total Peak Hour Delay Reduced (Seconds) = Total Peak Hour Delay Per 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, or date of last signal retiming for signalized corridors (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 points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive $(5,000/25,000) * 100$ points, or 20 points.

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

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

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

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

Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements:

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

However, new roadways will also generate new emissions compared to existing conditions as traffic diverts from the parallel roadways. The applicant needs to estimate four variables to determine the new emissions generated once the project is completed on any major intersections. Those variables include: speed, vehicle mile traveled, delay, and total vehicle stops. The applicant needs to detail any assumptions

Roadway Expansion

used for conditions after the project is built. The variables will be used in the exact same equation used Synchro required of the other project types.

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

Parallel Roadways

Enter data for Parallel Roadways.

- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour ~~Emissions Reduced Per Vehicle x Vehicles Per Hour~~ without the project – Total Peak Hour Emissions with the Project

RESPONSE (Data Input and Calculation):

- Total (CO, NO_x, and VOC) Peak Hour Emissions ~~Per Vehicle~~ without the Project (Kilograms): _____ (Applicant inputs number)
- Total (CO, NO_x, and VOC) Peak Hour Emissions ~~Per Vehicle~~ with the Project (Kilograms): _____ (Applicant inputs number)
- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced ~~Per Vehicle~~ by the Project (Kilograms): _____ (Online Calculation)
- ~~Volume (Vehicles Per Hour): _____ (Applicant inputs number)~~
- ~~Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ (Online Calculation)~~

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

Emissions Reduced on Parallel Roadways _____ (Online Calculation)

New Roadway Portion

- Cruise speed in miles per hour with the project: _____ (Applicant inputs number)
- Vehicle miles traveled with the project: _____ (Applicant inputs number)
- Total delay in hours with the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour with the project: _____ (Applicant inputs number)
- Fuel consumption in gallons: _____
- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms): _____
- EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)
- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):

Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

$K4 = 0.075283 - 0.0015892 * Speed + 0.000015066 * Speed^2$

$K2 = 0.7329$

$K5 = 0.0000061411 * Speed^2$

$F2 = Fuel\ consumption\ in\ gallons$

$CO = F2 * 0.0699\ kg/gallon$

$NO_x = F2 * 0.0136\ kg/gallon$

$VOC = F2 * 0.0162\ kg/gallon$

$Total = Total\ Peak\ Hour\ Emissions\ reduced\ on\ Parallel\ Roadways - (CO + NO_x + VOC)$

Roadway projects that include railroad grade-separation elements:

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

RESPONSE (Calculation):

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

Roadway Expansion

- Total delay in hours with the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour with the project: _____ (Applicant inputs number)
- Fuel consumption in gallons (F1)
- Fuel consumption in gallons (F2)
- Fuel consumption in gallons (F3)
- 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)

Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

$$K1 = 0.075283 - 0.0015892 * Speed + 0.000015066 * Speed^2$$

$$K2 = 0.7329$$

$$K3 = 0.0000061411 * Speed^2$$

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

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

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

$$F3 = F1 - F2$$

$$CO = F3 * 0.0699 \text{ kg/gallon}$$

$$NO_x = F3 * 0.0136 \text{ kg/gallon}$$

$$VOC = F3 * 0.0162 \text{ kg/gallon}$$

Equation Automatically Provides Emissions Reduced:

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

SCORING GUIDANCE (50 Points)

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

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

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

Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application. 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 ~~2013-2015~~ through ~~2015~~2017. 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 and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

New Roadways:

1. For new roadways, identify the parallel roadway(s) from which traffic will be diverted to the new roadway.
2. Using the crash data for 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 Factor Used (Limit 700 characters; approximately 100 words): _____
- Rationale for Crash Modifications Selected (Limit 1,400 characters; approximately 200 words): _____
- Project Benefit (\$) from B/C ratio: _____
- Explanation of Methodology: _____

Roadway projects that include railroad grade-separation elements:

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

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (150 Points)

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

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

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

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

- A. **MEASURE:** Describe how the project positively affects the multimodal system.
- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
 - Describe ~~to reference~~ how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
 - Also, ~~describe~~ Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.

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

SCORING GUIDANCE (100 Points)

The project ~~with the~~ that most positively affects the comprehensive-multimodal elements included as part of the project system will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN) or regional trail, or for making connections with existing multimodal systems.

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

8. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. and the steps already completed in the project development process. These steps-risks are outlined in the checklist in the required Risk Assessment.

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

~~If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.~~

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

RESPONSE (Complete Risk Assessment):

~~1) Project Scope Funding (5-20 Percent of Points)~~

100% ~~Meetings or contacts with stakeholders have occurred. All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.~~

40% ~~Stakeholders have been identified~~

0% ~~The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time). Stakeholders have not been identified or contacted~~

~~2)1) Layout or Preliminary Plan (30-5 Percent of Points)~~

Layout should include proposed geometrics and existing and proposed right-of-way boundaries

100% ~~Layout or Preliminary Plan approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s) completed). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.~~

50% ~~Layout or Preliminary Plan started completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.~~

0% ~~Layout or Preliminary Plan has not been started~~

Anticipated date or date of completion: _____

~~3) Environmental Documentation (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)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 100% There are historical/archeological properties present but determination of “no historic properties affected” is anticipated.
- 80% Historic/archeological ~~review under way~~ property impacted; determination of ~~“no historic properties affected” or “no adverse effect”~~ anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of “adverse effect” anticipated
- 0% Unsure if there are any historic/archaeological ~~resources~~ properties 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 (10-20 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 property 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)~~
- ~~80/70% Section 4f resources present within the project area, but no adverse effects/impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~
- ~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Coordination/documentation has begun~~
- ~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- ~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

6)3) Right-of-Way (15-230 Percent of Points)

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

- ~~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 all identified~~
- ~~0%~~ ~~Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

~~7)4)~~ **Railroad Involvement (25-20 Percent of Points)**

- ~~100%~~ ~~No railroad involvement on project or r~~
- ~~100%~~ ~~Railroad Right-of-Way Agreement agreement is executed (include signature page, if applicable)~~
- ~~60%~~ ~~Railroad Right-of-Way Agreement required; Agreement has been initiated~~
- ~~40~~~~50%~~ ~~Railroad Right-of-Way Agreement required; negotiations have begun~~
- ~~20%~~ ~~Railroad Right-of-Way Agreement required; railroad has been contacted~~
- ~~0%~~ ~~Railroad Right-of-Way Agreement required; negotiations have not begun; railroad has not been contacted.~~

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: _____

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

Roadway Expansion

points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70)*75$ points or 43 points.

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

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

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

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

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

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

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

TOTAL: 1,100 POINTS

Roadway Reconstruction/Modernization and Spot Mobility– Prioritizing Criteria and Measures

November 15, 2017

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, or modernizes, or adds new spot mobility elements (e.g., new turn lanes, traffic signal, or roundabout) ~~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 and Spot Mobility Projects:

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

Scoring:

| Criteria and Measures | Points | % of Total Points |
|--|---------------------------|-------------------|
| 1. Role in the Regional Transportation System and Economy | 175 170 | 15% |
| Measure A - <u>Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas</u> | 80 65 | |
| Average distance to nearest parallel roadways | | |
| Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs | 30 40 | |
| Measure C - <u>Regional Truck Corridor Study Tiers</u> Current daily heavy commercial traffic | 50 65 | |
| - Measure D – Freight project elements | 15 | |
| 2. Usage | 175 | 16% |
| Measure A - Current daily person throughput | 110 | |
| Measure B - Forecast 2040 average daily traffic volume | 65 | |
| 3. Equity and Housing Performance | 100 | 9% |
| Measure A - Connection to disadvantaged populations and project’s benefits | 30 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Infrastructure Age/Condition | 150 | 14% |
| Measure A - Date of construction | 50 | |
| Measure B - Geometric, structural, or infrastructure deficiencies | 100 | |
| 5. Congestion Reduction/Air Quality | 75 80 | 7% |
| Measure A - Vehicle delay reduced | 45 50 | |
| Measure B - Kg of emissions reduced | 30 | |
| 6. Safety | 150 | 14% |
| Measure A - Crashes reduced | 150 | |
| 7. Multimodal Elements and Existing Connections | 100 | 9% |
| Measure A - Transit, bicycle, or pedestrian project elements and connections | 100 | |
| 8. Risk Assessment | 75 | 7% |

Roadway Reconstruction and Modernization

| Criteria and Measures | Points | % of Total Points |
|---|--------------|-------------------|
| Measure A - Risk Assessment Form | 75 | |
| 9. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total project cost /total points awarded/ <u>total project cost</u>) | 100 | |
| Total | 1,100 | |

Roadway Reconstruction and Modernization

1. Role in the Regional Transportation System and Economy (175-170 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on how well it congestion levels along the regional transportation system near the project; how it aligns with the Principal Arterial Intersection Conversion Study and Congestion Management and Safety Plan IV; fulfills its functional classification role, serves heavy commercial traffic, and how it connects to employment, and manufacturing/distribution-related employment, and post-secondary students; and how it aligns with the Regional Truck Corridor Study.

- A. **MEASURE:** Identify the level of congestion on a parallel route Address how the project, route fulfills its role in the regional transportation system and and how the project area is prioritized in the Principal Arterial Intersection Conversion Study and the latest Congestion Management and Safety Plan. Respond as appropriate to one type of functional classification to each of the three sub-sections below. Projects will get the highest score of the three sub-section sections.

Congestion on Adjacent Parallel Routes:

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

RESPONSE (Calculation):

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

Principal Arterial Intersection Conversion Study:

The measure relies on the results on the Principal Arterial Intersection Conversion Study, which prioritized non-freeway principal arterial intersections.

Use the final study report for this measure: metro council.org/PAICS

RESPONSE (Select one for your project):

- Proposed at-grade project that reduces delay at a High Priority Intersection: (65 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection: (55 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection: (45 Points)
- Not listed as a priority in the study: (0 Points)

Congestion Management and Safety Plan IV:

Roadway Reconstruction and Modernization

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

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

RESPONSE (Select one for your project):

- Proposed at-grade project that reduces delay at a CMSP opportunity area: (65 Points)
- Not listed as a CMSP priority location: (0 Points)

SCORING GUIDANCE (80-65 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. Due to the three scoring methods, more than one project can score the maximum points. ~~mapa~~~~ In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 5A. If the project does not reduce delay, then it will score 0 points for this measure.

Congestion on Adjacent Parallel Routes: The applicant with the with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive $(5/10)*65$ points, or 33 points. ~~Relievers: The applicant with the highest number of hours per day in which current capacity exceeds the design capacity on the Principal Arterial will receive the full points. Remaining Reliever projects will receive a proportionate share of the full points, calculated as described above.~~

~~The scorer will have discretion in determining whether the applicant selected the correct parallel A-minor arterial or principal arterial (and location on that segment).~~

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

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

The scorer will assess if the applicant would score highest with congestion on adjacent parallel routes part of the measure, the Principal Arterial Intersection Conversion Study part of the measure, or the CMSP IV part of the measure and give the applicant the highest of the three scores out of a maximum of 65 points.

Note: Due to the use of multiple sub-sections, three applicants may receive the full 65 points.

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

Roadway Reconstruction and Modernization

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

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

- Existing Employment within 1 Mile: _____ (Maximum of ~~30~~40 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____ (Maximum of ~~30~~40 points)
- Existing Post-Secondary Students: _____ (Maximum of ~~18~~24 points)

SCORING GUIDANCE (~~30~~40 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 $(1,000/1,500)*40$ points or 27 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (30). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive $(1,000/1,500)*40$ points or 27 points.

The applicant with the highest number of post-secondary students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive $(1,000/1,500)*24$ points or 16 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of 40 points.

Note: Due to the use of multiple sub-measures, two applicants will receive the full 40 points.

C. MEASURE: This criterion relies on the results on the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (65 points)

Use the final study report for this measure:

<https://metro council.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx>

RESPONSE (Select one for your project, based on the Regional Truck Corridor Study):

- Along Tier 1: (65 Points)
- Along Tier 2: (45 Points)
- Along Tier 3: (25 Points)

Roadway Reconstruction and Modernization

- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: (10 Points)
- None of the tiers: (0 Points)

~~Provide the current daily heavy commercial traffic at one location along the A– Minor Arterial or Non-Freeway Principal Arterial project length. It is required that an actual count is collected, or that 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 axes and six tires. (50 Points)~~

RESPONSE:

- ~~Location: _____~~
- ~~Current daily heavy commercial traffic volume: _____~~
- ~~Date heavy commercial count taken: _____~~

SCORING GUIDANCE (50 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 $(750/1,000)*50$ points, or 38 points.~~

~~B. MEASURE: Discuss any freight elements that are included as part of the project and how they improve efficiency, security, or safety.~~

~~Address how the proposed project safely integrates freight. Freight elements could be project elements such as upgrading a non-ten-ton roadway to a ten-ton roadway, adding paved shoulders, wider shoulders, acceleration lanes, or longer turning lanes added specifically to accommodate freight movements.~~

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

SCORING GUIDANCE (15 Points)

~~The project with the most comprehensive freight 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.~~

Roadway Reconstruction and Modernization

2. Usage (175 Points) – This criterion quantifies the project’s potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the A-minor arterial or non-freeway principal arterial.

- A. **MEASURE:** The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps and existing transit routes that travel on the road (reference Transit Connections Map). Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. Metropolitan Council staff will calculate the current daily person throughput at one location along the A-minor arterial or non-freeway principal arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership.
- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2015~~2017)

RESPONSE:

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

SCORING GUIDANCE (110 Points)

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

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

RESPONSE:

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

OR

RESPONSE:

- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume: _____
- Forecast (2040) ADT volume : _____

SCORING GUIDANCE (65 Points)

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

Roadway Reconstruction and Modernization

Roadway Reconstruction and Modernization

3. Equity and Housing Performance (100 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. 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 equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- 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: (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Roadway Reconstruction and Modernization

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

~~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~~

Roadway Reconstruction and Modernization

~~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. Note also that it is possible to score negative points on this measure.

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the ~~2015-2017~~ 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.

For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), 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 (Population for stand-alone projects from Regional Economy map) within City/Township: _____

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2015-2017~~ 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. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

Roadway Reconstruction and Modernization

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.

Roadway Reconstruction and Modernization

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

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

RESPONSE:

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

SCORING GUIDANCE (50 Points)

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

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

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

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

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

SCORING GUIDANCE (100 Points)

Within each 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

Roadway Reconstruction and Modernization

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.

Roadway Reconstruction and Modernization

5. Congestion Reduction/Air Quality (75–80 Points) – This criterion measures the project’s ability to reduce congestion. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. The project will also be measured based on its ability to reduce emissions.

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

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

- Under the network settings, all defaults should be used for lanes, saturation flow rates, volumes, 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
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year

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

RESPONSE (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):

Roadway Reconstruction and Modernization

SCORING GUIDANCE (50 Points)

The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive $(5,000/25,000)*50$ points, or 10 points.

- B. **MEASURE:** Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, 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 added together to determine the total emissions reduced by the project.

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

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

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

Roadway projects that include railroad grade-separation elements:

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

RESPONSE (Calculation):

- Cruise speed in miles per hour without the project: _____ (Applicant inputs number)
- Vehicle miles traveled without the project: _____ (Applicant inputs number)

Roadway Reconstruction and Modernization

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

Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

$$K1 = 0.075283 - 0.0015892 * Speed + 0.000015066 * Speed^2$$

$$K2 = 0.7329$$

$$K3 = 0.0000061411 * Speed^2$$

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

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

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

$$F3 = F1 - F2$$

$$CO = F3 * 0.0699 \text{ kg/gallon}$$

$$NO_x = F3 * 0.0136 \text{ kg/gallon}$$

$$VOC = F3 * 0.0162 \text{ kg/gallon}$$

Equation Automatically Provides Emissions Reduced:

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

SCORING GUIDANCE (30 Points)

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

Roadway Reconstruction and Modernization

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

A. **MEASURE:** Respond as appropriate to one of the two project types below. (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 latest Highway Safety Improvement Program (HSIP) application. 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 ~~2013–2015~~ through ~~2015~~2017. 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 and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE (Calculation):

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

Roadway projects that include railroad grade-separation elements:

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

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

RESPONSE (Calculation):

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

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 without a railroad grade-separation project and one with a railroad grade-separation) may receive the full points.

For projects that do not include a grade-separation project, the applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of \$11,000,000

Roadway Reconstruction and Modernization

and the top project had safety benefits of \$16,000,000, this applicant would receive $(11,000,000/16,000,000)*150$ points or 103 points.

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

Roadway Reconstruction and Modernization

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

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

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- ~~Also, describe~~ Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.

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

SCORING GUIDANCE (100 Points)

The project ~~with the~~ that most positively affects the ~~comprehensive~~ multimodal elements ~~included as part of the project~~ system will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN) or regional trail, or for making connections with existing multimodal systems.

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

Roadway Reconstruction and Modernization

8. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. and the steps already completed in the project development process. These risks are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

1) ~~Project Scope Funding (5-20 Percent of Points)~~

- 100% ~~Meetings or contacts with stakeholders have occurred. All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.~~
- 40% ~~Stakeholders have been identified~~
- 0% ~~The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time). Stakeholders have not been identified or contacted~~

2) 1) Layout or Preliminary Plan (30-5 Percent of Points)

- Layout should include proposed geometrics and existing and proposed right-of-way boundaries
- 100% Layout or Preliminary Plan approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s) completed). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.
- 50% Layout or Preliminary Plan started completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.
- 0% Layout or Preliminary Plan has not been started

Anticipated date or date of completion: _____

3) ~~Environmental Documentation (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) 2) Review of Section 106 Historic Resources (10-20 Percent of Points)

Roadway Reconstruction and Modernization

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

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

~~80%~~ ~~Historic/archeological review under way; property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated~~

~~40%~~ ~~Historic/archeological review under way; property impacted; determination of "adverse effect" anticipated~~

~~0%~~ ~~Unsure if there are any historic/archaeological resources/properties 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 (10-20 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 property 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)~~

~~80/70%~~ ~~Section 4f resources present within the project area, but no adverse effects/impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~

~~50%~~ ~~Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Ccoordination/documentation has begun~~

~~30%~~ ~~Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~

~~0%~~ ~~Unsure if there are any impacts to Section 4f/6f resources in the project area~~

~~6)3) Right-of-Way (15-230 Percent of Points)~~

~~100%~~ ~~Right-of-way, permanent or temporary easements either not required or all have been acquired~~

~~50%~~ ~~Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete~~

~~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 all identified~~

Roadway Reconstruction and Modernization

~~0%~~ ~~Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

~~7)4)~~ **Railroad Involvement (25-20 Percent of Points)**

100% No railroad involvement on project ~~or r~~

~~100%~~ ~~Railroad Right-of-Way Agreement~~ agreement is executed (include signature page, if applicable)

~~60%~~ ~~Railroad Right-of-Way Agreement required; Agreement has been initiated~~

~~40~~50% Railroad Right-of-Way Agreement required; negotiations have begun

~~20%~~ ~~Railroad Right-of-Way Agreement required; railroad has been contacted~~

0% Railroad Right-of-Way Agreement required; negotiations have not begun railroad has not been contacted.

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: _____~~

SCORING GUIDANCE (75 Points)

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

Roadway Reconstruction and Modernization

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

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

- Cost- effectiveness = ~~total TAB-eligible project cost (not including noise walls)/~~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 ~~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~~ received .0005 points per dollar and the application being scored received .00025 points per dollar, ~~had 70,000~~, this applicant would receive $(.0005/35,000 / .00025/70,000) * 100$ points for 50 points.

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

TOTAL: 1,100 POINTS

Roadway System Traffic Management Technologies – Prioritizing Criteria and Measures

November 15, 2017

Definition: An Intelligent Transportation System (ITS) or similar project that primarily benefits roadway users. Roadway System Traffic Management Technology projects can include project elements along a single corridor, a continuous route (could be more than one multiple roadway corridors,) or within a defined specific geographic area such as a downtown area. The To be eligible, system management projects 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 Traffic Management Technology Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and pedestrians
- New/replacement traffic mgmt. centers
- New/replacement fiber optic cables used for traffic control, etc. communication
- New/replacement CCTV cameras
- New/replacement variable message signs & other info improvements
- Incident management coordination

Scoring:

| Criteria and Measures | Points | % of Total Points |
|--|------------|-------------------|
| 1. Role in the Regional Transportation System and Economy | 125 | 16% |
| Measure A - <u>Average distance to nearest parallel roadways</u> <u>Functional classification of project</u> | <u>55</u> | <u>50</u> |
| Measure B - <u>Connection to Total Jobs and Manufacturing/Distribution Jobs</u> <u>Regional Truck Corridor Study Tiers</u> | <u>30</u> | <u>50</u> |
| Measure C - <u>Integration within existing traffic management systems</u> | <u>70</u> | <u>50</u> |
| Measure D - <u>Freight project elements</u> <u>Coordination with other agencies</u> | <u>25</u> | |
| 2. Usage | 125 | 11% |
| Measure A - Current daily person throughput | 85 | |
| Measure B - Forecast 2040 average daily traffic volume | 40 | |
| 3. Equity and Housing Performance | 100 | 9% |
| Measure A - Connection to disadvantaged populations and project's benefits | 30 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Infrastructure Age | 75 | 7% |
| Measure A - <u>Date of construction</u> <u>Upgrades to obsolete equipment</u> | 75 | |
| 5. Congestion Reduction/Air Quality | 200 | 18% |
| Measure A - <u>Vehicle delay reduced</u> <u>Congested roadway</u> | 150 | |
| Measure B - <u>Kg of emissions reduced</u> <u>Emissions and congestion benefits of project</u> | 50 | |
| 6. Safety | 200 | 18% |
| Measure A - Crashes reduced | <u>200</u> | <u>50</u> |
| <u>Measure B - Safety issues in project area</u> | <u>50</u> | <u>150</u> |
| 7. Multimodal Elements and Existing Connections | 100 | 5% |
| Measure A - Transit, bicycle, or pedestrian project elements and connections | <u>100</u> | <u>50</u> |

Roadway System Management

| Criteria and Measures | Points | % of Total Points |
|---|--------------|-------------------|
| 8. Risk Assessment | 75 | 7% |
| Measure A- Risk Assessment Form | 75 | |
| 9. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total project cost /total points awarded/ <u>total project cost</u>) | 100 | |
| Total | 1,100 | |

1. Role in the Regional Transportation System and Economy (125-175 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~~ aligns with the Regional Highway Truck Corridor Study, and ~~connects to employment, students, and manufacturing/distribution related employment~~ integrates with existing traffic management systems, and provides coordination across agencies. The project must be located on at least one non-freeway principal arterial or A-minor arterial.

- A. **MEASURE:** ~~Address how the project route fulfills its role in the regional transportation system. The project must be located on at least one Non-Freeway Principal Arterial or “A” Minor Arterial.~~ Reference the functional classification(s) that the project would serve. Investment in a higher functionally-classified roadway (i.e., the principal arterial system) serves a more regional purpose and will result in more points.

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

RESPONSE (Calculation Select one):

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

SCORING GUIDANCE (50 Points)

The scorer will assign points based on which of the above scores applies. Note that multiple applicants are able to score the maximum point allotment. If no applicant scores 50 points, the 25-point projects will be adjusted to 50 points, while the zero-point projects will remain at zero. ~~SCORING GUIDANCE (55 Points)~~

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

- B. **MEASURE:** ~~Reference “Regional Economy” map generated at the beginning of the application process. Report the employment and manufacturing/distribution related employment, and post-secondary students enrolled within one mile, as depicted on the “Regional Economy” map. (30 Points)~~ This criterion relies on the results on the Highway Regional Truck Corridor Study, which prioritized all roadways principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (50 points)

Use the final study report for this measure:

<https://metro council.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx>

RESPONSE (Select one for your project, based on the Highway Regional Truck Corridor Study):

Roadway System Management

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

SCORING GUIDANCE (50 Points)

The scorer will assign points based on which of the above scores applies. Note that multiple applicants can score the maximum point allotment. If no applicant scores 50 points, the 25-point projects will be adjusted to 65 points, while the zero-point projects will remain at zero.

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

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

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

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

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

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

C. MEASURE: Provide the current daily heavy commercial traffic at one location along the A-Minor Arterial or Non-Freeway Principal Arterial project length. It is required that an actual count is collected or that 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. Discuss how the proposed project integrates and/or builds on existing traffic management infrastructure (examples of systems include traffic signal systems, freeway management systems, and incident management systems). (50 Points)

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

RESPONSE:

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

• Date(s) heavy commercial count taken: _____

SCORING GUIDANCE (30-50 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 $(750/1,000)*30$ points, or 23 points. The applicant will describe how the project would build on other infrastructure and management systems. Prioritizing projects that complement existing infrastructure and management methods, the scorer will award the full share of points to the project that best builds on other infrastructure and management systems. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative.

D. MEASURE: Discuss any freight elements that are included as part of the project and how they improve efficiency, security, or safety. (10 points) Address how the proposed project safely integrates freight. Freight elements could be project elements such as upgrading a non-ten-ton roadway to a ten-ton roadway, adding paved shoulders, wider shoulders, acceleration lanes, or longer turning lanes added specifically to accommodate freight movements. Demonstrate how the project provides or enhances coordination among operational and management systems and/or jurisdictions. (25 points)

RESPONSE (Limit 1,400,800 characters; approximately 200-400 words):

SCORING GUIDANCE (10-425 Points)

The project that best provides or enhances coordination among operational and management systems and/or jurisdictions with the most comprehensive freight 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.

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~~ daily transit ridership. If more than one corridor or location is included in the project, then the applicant should select the corridor where the most investment is being made with the project. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps ~~and existing transit routes that travel on the road.~~ Reference the Transit Map for transit routes along the project. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (85 points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2015~~2017)

RESPONSE:

- Location: _____
- Current AADT volume: _____
- Existing ~~Transit~~ transit ~~Routes~~ routes on the Project at the location noted above: _____

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 had a daily person throughput of 1,500 vehicles, this applicant would receive $(1,000/1,500)*85$ points or 56 points.

B. **MEASURE:** Provide the forecast (2040) average daily traffic volume at the same location along the A-minor arterial or non-freeway principal arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (40 points)

RESPONSE:

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

OR

RESPONSE:

- 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

Roadway System Management

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 Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. 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 equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- 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: (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial

Roadway System Management

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

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30 Points)

Each application will be scored on a 10-point scale as described below.

1. 3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for

successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

~~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. Note also that it is possible to score negative points on this measure.

B. **MEASURE:** Metropolitan Council staff will award points to the project based on the ~~2015-2017~~ 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~~ percent of total funds to be spent in each jurisdiction.

For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile-radius buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile-radius buffer. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), 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~~ Percent of total funds to be spend within City/Township: _____

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2015-2017~~ 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. For stand-alone roadway (intersection, bridge, underpass, and interchange) projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support 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. 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 degree to which functionally obsolete infrastructure elements are being replaced and improved.

- A. MEASURE: Identify Describe how various type(s) and age(s) of ITS, signal/control, and/or communication equipment will be improved or replaced as part of this project relative to its age and whether it is functionally obsolete, as reflected in the project cost estimate.

RESPONSE:

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

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

SCORING GUIDANCE (75 Points)

The project that best provides for stewardship of public funds and resource by replacing functionally obsolete equipment and finding cost-effective solutions to upgrade viable equipment will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. 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.~~ make improvements in congested corridors. The project will also be measured based on its ability to reduce emissions.

A. MEASURE: Council staff will use Streetlight travel speed data to compare the peak hour travel speed in the project area to free flow conditions. ~~Conduct a volume to capacity (V/C) ratio analysis at one or more of the intersections being located~~ If more than one corridor or location is included in the project, then the applicant should select the corridor on which the most investment is being made with the project. The applicant must identify the corridor as part of the response. (150 Points)

~~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 V/C ratio delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay V/C ratio at these intersections (or rail crossings), in seconds, due to the project. If more than one intersection (or rail crossing) is examined, then the V/C ratio delay reduced by each intersection can be added together to determine the project’s total reduction total.~~

- ~~• 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 reduction resulting from the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.~~

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

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

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

~~RESPONSE (Calculation):~~

- ~~• Corridor: _____~~
- ~~• Corridor Start and End Points: _____~~
- ~~• Free-Flow Travel Speed (Council Staff): _____~~
- ~~• Peak Hour Travel Speed (Council Staff): _____~~
- ~~• Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (Council Staff): _____~~
- ~~• 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 congestion (measured by the largest percentage decrease in peak hour travel speeds relative to free flow conditions) ~~most peak hour vehicle delay reduced by the project~~ **improvement** will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions ~~reduced delay by 5,000.8 seconds~~ and the top project ~~reduced delay by 25,000.01 seconds~~ had a 10% reduction, this applicant would receive $(\frac{5}{10}) * 150$ points, or 75 points.

A. ~~**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 added together to determine the total emissions reduced by the project.~~

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

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

~~Respond to one of the following sections, depending on project type:~~

- ~~1. Roadway projects that do not include new roadway segments or railroad grade-separation elements~~
- ~~2. Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only)~~
- ~~3. Roadway projects that include railroad grade-separation elements~~

~~**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): _____~~

B. ~~Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____~~ Discuss how the project will reduce emissions and congestion. The applicant should focus on any reduction in CO, NO_x, and VOC. Projects on roadways that provide relief to congested, parallel principal arterial roadways should reference the current MnDOT Metro Freeway Congestion Report and discuss the systemwide emissions and congestion impact of the proposed improvements.

SCORING GUIDANCE (50 Points)

The project that is most likely to reduce emissions and congestion will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. ~~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 future roadway facility. It will assess the project’s monetized safety benefits.

- A. *MEASURE:* Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest MnDOT Metro District [Highway Safety Improvement Program \(HSIP\)](#) application. 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 ~~2013-2015~~ through ~~2015~~2017. 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 and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE (Calculation):

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

SCORING GUIDANCE (150-50 Points)

The applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of \$11,000,000 and the top project had safety benefits of \$16,000,000, this applicant would receive $(11,000,000/16,000,000)*50$ points or 34 points.

- B. *MEASURE:* Discuss how the project will improve safety issues in the project area. As part of the response, the applicant may want to reference the project relative to County Highway Safety Plan or similar planning documents and what the project will specifically do to improve the safety issue.

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

SCORING GUIDANCE (150 Points)

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

7. Multimodal Elements and Existing Connections (100-50 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, and addresses the safe integration of these modes. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects.

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

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe-Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.

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

SCORING GUIDANCE (100-50 Points)

The project ~~with the~~that most positively affects comprehensive the multimodal ~~elements included as part of the project~~ system will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN) or regional trail, or for making connections with existing multimodal systems.

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

8. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. ~~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):

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 Funding (5-20 Percent of Points)~~

- 100% ~~Meetings or contacts with stakeholders have occurred. All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.~~
- 40% Stakeholders have been identified
- 0% ~~The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time). Stakeholders have not been identified or contacted~~

~~2) Layout or Preliminary Plan (30-5 Percent of Points)~~

Layout should include proposed geometrics and existing and proposed right-of-way boundaries

- 100% ~~Layout or Preliminary Plan~~ approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s) completed). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.
- 50% ~~Layout or Preliminary Plan~~ started completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.
- 0% ~~Layout or Preliminary Plan~~ has not been started

Anticipated date or date of completion: _____

~~3) Environmental Documentation (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)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

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

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

80% Historic/archeological ~~review under way~~ property impacted; determination of ~~“no historic properties affected”~~ or “no adverse effect” anticipated

40% Historic/archeological ~~review under way~~ property impacted; determination of “adverse effect” anticipated

0% Unsure if there are any historic/archeological ~~resources~~ properties 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 (10-20 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 property 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)~~

~~80/70% Section 4f resources present within the project area, but no adverse effects/impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~

~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Coordination/documentation has begun~~

~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~

~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

6)3) Right-of-Way (15-230 Percent of Points)

100% Right-of-way, permanent or temporary easements either not required or all have been acquired

50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

~~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 all identified~~

~~0% Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

~~7)4) Railroad Involvement (25-20 Percent of Points)~~

~~100% No railroad involvement on project or r~~

~~100% Railroad Right-of-Way Agreement agreement is executed (include signature page, if applicable)~~

~~60% Railroad Right-of-Way Agreement required; Agreement has been initiated~~

~~4050% Railroad Right-of-Way Agreement required; negotiations have begun~~

~~20% Railroad Right-of-Way Agreement required; railroad has been contacted~~

~~0% Railroad Right-of-Way Agreement required; negotiations have not begun railroad has not been contacted.~~

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: _____

SCORING GUIDANCE (75 Points)

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

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

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

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

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

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

SCORING GUIDANCE (100 Points)

~~The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points for 50 points.~~ The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

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

TOTAL: 1,100 POINTS

Bridges – Prioritizing Criteria and Measures

November 15, 2017

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 | 195 | 18% |
| Measure A - Average Distance to <u>the</u> nearest parallel bridges | 115 100 | |
| Measure B - Connection to Total Jobs, and Manufacturing/Distribution Jobs, <u>and Post-Secondary Students</u> | 30 | |
| Measure C - Current daily heavy commercial traffic <u>Regional Truck Corridor Tiers</u> | 35 65 | |
| - Measure D – Freight project elements | 15 | |
| 2. Usage | 130 | 12% |
| Measure A - Current daily person throughput | 100 | |
| Measure B - Forecast 2040 average daily traffic volume | 30 | |
| 3. Equity and Housing Performance | 100 | 9% |
| Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation | 30 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Infrastructure Condition | 400 | 36% |
| Measure A – Bridge Sufficiency Rating | 300 | |
| Measure B – Load-Posting | 100 | |
| 5. Multimodal Elements and Existing Connections | 100 | 9% |
| Measure A - Transit, bicycle, or pedestrian project elements and connections | 100 | |
| 6. Risk Assessment | 75 | 7% |
| Measure A - Risk Assessment Form | 75 | |
| 7. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total project cost /total points awarded/ <u>total project cost</u>) | 100 | |
| Total | 1,100 | |

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

A. **MEASURE:** Address how the project route fulfills its role in the regional transportation system by measuring the diversion to the nearest parallel crossing (must be an A-minor arterial or principal arterial) if the proposed project is closed. (100 points) The project must be located on a non-freeway principal arterial or an A-minor arterial.

RESPONSE:

- Distance from one end of proposed project to nearest parallel crossing (that is an A-minor arterial or principal arterial) and then back to the other side of the proposed project: _____
- Location of nearest parallel crossing: _____
- Explanation (Limit 2,800 characters; approximately 400 words): _____
- ~~Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides of the project.~~
~~Upload the “Roadway Area Definition” map used for this measure.~~

SCORING GUIDANCE (115-100 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 $(8/10)*100$ points or 80 points. ~~Metropolitan Council staff will provide average distance data for all projects to ensure consistency of methodology between applications.~~

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

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

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

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

SCORING GUIDANCE (30 Points)

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

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

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

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

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

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

C. MEASURE: ~~Provide the current daily heavy commercial traffic at one location on 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.~~ This criterion measure relies on the results on the Highway Regional Truck Corridor Study, which prioritized all roadways principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (65 points)

Use the final study report for this measure:

<https://metro council.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx>

RESPONSE (Select one for your project, based on the Regional Truck Corridor Study):

- The project is located on either a Tier 1, Tier 2, or Tier 3 corridor: (65 Points)
- The project provides a direct and immediate connections (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: (10 Points)
- The project is not located on a Tier 1, Tier 2, or Tier 3 corridor: (0 Points)

RESPONSE:

• Location: _____

- ~~Current daily heavy commercial traffic volume: _____~~
- ~~Date heavy commercial count taken: _____~~

SCORING GUIDANCE (35-65 Points)

~~The scorer will assign points based on which of the above scores applies. Note that multiple applicants can score the maximum point allotment. 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 $(750/1,000)*35$ points, or 26 points.~~

- C. ~~*MEASURE:* Discuss any freight elements that are included as part of the project and how they improve efficiency, security, or safety. (15 points)~~

~~Address how the proposed project safely integrates freight. Freight elements could be project elements such as upgrading a non ten-ton roadway to a ten-ton roadway, adding paved shoulders, wider shoulders, acceleration lanes, or longer turning lanes added specifically to accommodate freight movements.~~

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

SCORING GUIDANCE (15 Points)

~~The project with the most comprehensive freight 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.~~

2. Usage (130 Points) – This criterion quantifies the project’s potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the A-minor arterial or non-freeway principal arterial.

A. **MEASURE:** Metropolitan Council staff will calculate the current daily person throughput at one location on the A-minor arterial or non-freeway principal arterial bridge using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps ~~and existing transit routes that travel on the road~~. Reference the Transit Map for transit routes along the project. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length.

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2015-2017)

RESPONSE:

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

SCORING GUIDANCE (100 Points)

The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project 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
- METC Staff-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 Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. 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 equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- 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: (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial

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

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

~~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. Note also that it is possible to score negative points on this measure.

- B. MEASURE: Metropolitan Council staff will award points to the project based on the 2015-2017 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. A one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), 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: _____
- Population from the Regional Economy map within City/Township:

SCORING GUIDANCE (70 Points)

The applicant with the highest 2015-2017 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. A one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), 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 the age and condition of the bridge facility being improved. Bridge improvement investments should focus on the higher needs of unsafe facilities. If there are two separate spans, then the applicant should take the average bridge sufficiency rating of the two spans.

- A. MEASURE: Identify the bridge sufficiency rating, from the most recent market structure inventory report. [Attach the report to the application.](#)

RESPONSE:

- Bridge Sufficiency Rating: _____

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.

RESPONSE (Check box if the bridge is load-posted):

- Load-Posted (Check box if the bride is load-posted):

SCORING GUIDANCE (100 Points)

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

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

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

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- ~~Also, describe~~ Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections. ~~Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., vehicles, bicyclists, transit, and pedestrians) and, if applicable, supports planned transitway stations.~~

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

SCORING GUIDANCE (100 Points)

The project ~~with the~~ that most positively affects comprehensive the 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. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN) or regional trail, or for making connections with existing multimodal systems.

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

~~1) Project Scope Funding (5-20 Percent of Points)~~

- 100% ~~Meetings or contacts with stakeholders have occurred. All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.~~
- 40% ~~Stakeholders have been identified~~
- 0% ~~The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time). Stakeholders have not been identified or contacted~~

~~2) 1) Layout or Preliminary Plan (30-5 Percent of Points)~~

- Layout should include proposed geometrics and existing and proposed right-of-way boundaries
- 100% Layout or Preliminary Plan approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s) completed). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.
- 50% Layout or Preliminary Plan started/completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.
- 0% ~~Layout or Preliminary Plan has not been started~~

Anticipated date or date of completion: _____

~~3) Environmental Documentation (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) 2) Review of Section 106 Historic Resources (10-20 Percent of Points)~~

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

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

~~80~~100% ~~Historic/archeological review under way~~property impacted; determination of ~~“no historic properties affected” or “no adverse effect”~~ anticipated

40% Historic/archeological ~~review under way~~property impacted; determination of “adverse effect” anticipated

0% Unsure if there are any historic/archaeological ~~resources~~properties 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 (10-20 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 property 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~~70% ~~Section 4f resources present within the project area, but no adverse effects~~impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.

~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Coordination/documentation has begun~~

~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~

~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

~~6)3) Right-of-Way (15-230 Percent of Points)~~

~~100% Right-of-way, permanent or temporary easements either not required or all have been acquired~~

50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

~~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 all identified~~

~~0% Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

7)4) Railroad Involvement (25-20 Percent of Points)

- 100% No railroad involvement on project or r
- 100% Railroad Right-of-Way Agreement agreement is executed (**include signature page, if applicable**)
- 60% Railroad Right-of-Way Agreement required; Agreement has been initiated
- 4050% Railroad Right-of-Way Agreement required; negotiations have begun
- 20% Railroad Right-of-Way Agreement required; railroad has been contacted
- 0% Railroad Right-of-Way Agreement required; negotiations have not begun railroad has not been contacted.

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: ___~~

SCORING GUIDANCE (75 Points)

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

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

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

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

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

SCORING GUIDANCE (100 Points)

~~The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points for 50 points.~~ The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

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

TOTAL: 1,100 POINTS

Transit Expansion – Prioritizing Criteria and Measures

November 15, 2017

Definition: A transit project that provides new or expanded transit service/facilities- with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep is not eligible. If a project includes both expansion and modernization elements, it is the applicant’s discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility. ~~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 Expansion Projects:

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

Scoring:

| Criteria and Measures | Points | % of Total Points |
|---|--------------|-------------------|
| 1. Role in the Regional Transportation System and Economy | 100 | 9% |
| Measure A - Connection to Jobs and Educational Institutions | 50 | |
| Measure B – Average number of weekday transit trips connected to the project | 50 | |
| 2. Usage | 350 | 32% |
| Measure A - New Annual Riders | 350 | |
| 3. Equity and Housing Performance | 200 | 18% |
| Measure A - Connection to disadvantageded populations and projects benefits | 130 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Emissions Reduction | 200 | 18% |
| Measure A - Total emissions reduced | 200 | |
| 5. Multimodal Elements and Existing Connections | 100 | 9% |
| Measure A - Bicycle and pedestrian elements of the project and connections | 100 | |
| 6. Risk Assessment | 50 | 5% |
| Measure A - Risk Assessment Form | 50 | |
| 7. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total annual project cost/total points awarded <u>total annual project cost</u>) | 100 | |
| Total | 1,100 | |

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the regional significance of the project, including the project’s connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project’s ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

- A. **MEASURE:** Reference the “Population/Employment” map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project’s bus stops or within 1/2 mile of the project’s transitway stations. Existing employment will be measured by summing the employment located in the census blocks that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include “last mile” service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (50 Points)

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

RESPONSE (Data from the “Population/Employment” and map):

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

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

SCORING GUIDANCE (50 Points)

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

- B. **MEASURE:** Reference the “Transit 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 15 points.

Upload the “Transit Connectivity” map used for this measure.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing transit routes directly connected to the project: _____ (35 Points)

Transit Expansion

- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): (15 Points)

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 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 (50 Points)

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

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

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

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

- A. **MEASURE:** This measure will calculate the project’s new riders. Based on the service type, estimate and provide the new annual transit ridership that is produced by the new project in the third year of service. (350 points)

~~For~~ Park-and-Rides and Express Routes Projects to Minneapolis and St. Paul Only:

- Use ~~the~~ a 2020 forecast (or similar equivalent to the third year of ridership) from the latest park-and-ride demand estimation model ~~in the 2030 Regional Park-and-Ride Plan (Appendix B)~~ to develop a ridership estimate. The potential demand market area should be defined using the site location criteria associated with the model and demand should be determined by the Census block groups in the market area. ~~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 should use the ridership figures provided for an existing or planned facility.

The 2030 Regional Park-and-Ride Plan forecasts 2020 and 2030 demand to downtown Minneapolis and downtown St. Paul based on 2008 usage data. However, the park-and-ride demand estimation model allows for calculating more up-to-date demand estimation. The applicant can use data from the 2030 Plan if no other accurate data is available. Regardless, the applicant must clearly describe the methodology and assumptions used to estimate annual ridership. ~~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.

Transitways Projects Only:

- Use most recent forecast data (current or opening year and 2040) to estimate ridership for the third year of service. Forecast data for the transitway must be derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted. Describe the study or plan where the ridership is derived from and where the documentation can be found (provide weblinks, if available). ~~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; and highway, dedicated, and arterial bus rapid transit. Eligible transitway projects are those included in either funding scenarios in the 2040 Transportation Policy Plan and that have a mode and alignment identified through a local process. ~~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 (Cost effectiveness will be automatically calculated):

- Service Type: _____
- New Annual Ridership (Integer Only): _____
- Assumptions Used (Limit 2,800 characters; approximately 400 words): _____
- Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, ~~and~~ which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated (Limit 2,800 characters; approximately 400 words): _____

Up until two weeks prior to the application due date, applicants will be able to submit their projections to Council staff, who will advise whether the projections need to be corrected. This optional review, or lack thereof, will be made available to the scorer of this criterion. Applicants who plan to use an alternative ridership estimation methodology are strongly encouraged to do this to avoid risking a deduction for their score.

SCORING GUIDANCE (350 Points)

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

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

For all service types, up to 50-100 percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

3. Equity and Housing Performance (200 Points) -- This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. 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 equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (130 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project's census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- 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: (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

Transit Expansion

2. (0 to 7 points) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

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

1. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (130 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

~~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 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 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 $(10/20) * 130$ points or 65 points. Note also that it is possible to score negative points on this measure.

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.

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 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 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. 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, NO_x, CO_{2e}, PM_{2.5}, and/or VOC due to the reduction in VMT. Calculate and provide the number of new daily transit riders and the distance from terminal to terminal in miles to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions.

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

Emissions Factors

- CO reduced = VMT reduced * 2.39
- 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)_____

VMT Reduction

CO Reduced

NO_x Reduced

CO_{2e} Reduced

PM_{2.5} Reduced

VOCs Reduced

Total Emissions Reduced

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.

For all service types, up to 100 percent of points can be deducted if the applicant provides no methodology for Usage (criteria #2). The deduction percent for Emissions Reduction will be equivalent to any methodology deduction for Usage.

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

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

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

SCORING GUIDANCE (100 Points)

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

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

Facility Projects:

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

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

RESPONSE (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects, transit vehicle purchases, or travel demand management (TDM) projects.

~~1) Project Scope Funding (5-20 Percent of Points)~~

- 100% ~~Meetings or contacts with stakeholders have occurred. All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.~~
- 40% ~~Stakeholders have been identified~~
- 0% ~~The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time). Stakeholders have not been identified or contacted~~

~~2) 1) Layout or Preliminary Plan (30-5 Percent of Points)~~

- Layout should include proposed geometrics and existing and proposed right-of-way boundaries
- 100% ~~Layout or Preliminary Plan~~ approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s) completed). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.
- 50% ~~Layout or Preliminary Plan started~~ completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.
- 0% ~~Layout or Preliminary Plan~~ has not been started

Anticipated date or date of completion: _____

~~3) Environmental Documentation (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)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 100% There are historical/archeological properties present but determination of “no historic properties affected” is anticipated.
- 80% Historic/archeological ~~review under way~~ property impacted; determination of ~~“no historic properties affected”~~ or “no adverse effect” anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of “adverse effect” anticipated
- 0% Unsure if there are any historic/archaeological ~~resources~~ properties 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 (10-20 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 property 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)~~
- ~~80/70% Section 4f resources present within the project area, but no adverse effects impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~
- ~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Ccoordination/documentation has begun~~
- ~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- ~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

~~6)3) Right-of-Way (15-230 Percent of Points)~~

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

- ~~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 all identified~~
- ~~0%~~ ~~Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

~~7)4)~~ **Railroad Involvement (25-20 Percent of Points)**

- ~~100%~~ ~~No railroad involvement on project or r~~
- ~~100%~~ ~~Railroad Right-of-Way Agreement agreement is executed (include signature page, if applicable)~~
- ~~60%~~ ~~Railroad Right-of-Way Agreement required; Agreement has been initiated~~
- ~~40~~50% ~~Railroad Right-of-Way Agreement required; negotiations have begun~~
- ~~20%~~ ~~Railroad Right-of-Way Agreement required; railroad has been contacted~~
- ~~0%~~ ~~Railroad Right-of-Way Agreement required; negotiations have not begun; railroad has not been contacted.~~

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: _____

SCORING GUIDANCE (50 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full

Transit Expansion

points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70)*50$ points or 29 points.

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

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

| <u>Project Type</u> | <u>Years of Useful Life</u> |
|------------------------------------|-----------------------------|
| 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 annual project cost~~/total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Transit ~~System~~ Modernization – Prioritizing Criteria and Measures

November 15, 2017

Definition: A transit project that makes ~~existing~~ transit more attractive to existing ~~and future~~ riders by offering faster travel times between destinations ~~or~~, 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.~~ Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not eligible. Projects associated wholly or in part with new ~~or expanded~~ service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant’s discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility. 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 on a specific transit route or in a specific area
- 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 | 9% |
| Measure A - Connection to Jobs and Educational Institutions | 50 | |
| Measure B – Average number of weekday transit trips connected to the project | 50 | |
| 2. Usage | 300 325 | 30% |
| Measure A - Total existing annual riders | 300 325 | |
| 3. Equity and Housing Performance | 150 175 | 16% |
| Measure A - Connection to disadvantageded populations and project’s benefits | 80 105 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Emissions Reduction | 100 50 | 5% |
| Measure A – Description of emissions reduced | 100 50 | |
| 5. Service and Customer Improvements | 150 200 | 18% |
| - Measure A - Percent reduction in passenger travel time | 75 | |
| - Measure B – Percent reduction in operating & maintenance costs | 38 | |
| Measure C A - Project improvements for transit users | 37 200 | |

| | | |
|---|-------------------|-----------|
| 6. Multimodal Facilities and Connections | 100 | 9% |
| Measure A - Bicycle and pedestrian elements of the project and connections | 100 | |
| 7. Risk Assessment | 100 50 | 5% |
| Measure A - Risk Assessment Form | 100 50 | |
| 8. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total annual project cost /total points awarded/ <u>total annual project cost</u>) | 100 | |
| Total | 1,100 | |

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the regional significance of the project, including the project’s connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project’s ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

- A. **MEASURE:** Reference the “Population/Employment” map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project’s bus stops or within 1/2 mile of the project’s transitway stations. Existing employment will be measured by summing the employment located in the census block groups that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include “last mile” service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (50 Points)

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

RESPONSE (Data from the “Population/Employment” map):

- Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
- Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
- Existing Employment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____
- Existing Post-Secondary Enrollment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____
- EXPLANATION of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):**

SCORING GUIDANCE (50 Points)

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

- B. **MEASURE:** Reference the “Transit 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 ~~annual transit ridership of~~ 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 15 points.

Upload the “Transit Connectivity” map used for this measure.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing transit routes directly connected to the project: _____ (35 Points).
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): _____ (15 Points)

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 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 (50 Points)

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

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

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

2. Usage (~~300~~ 325 points) - This criterion quantifies the project's impact based on how many riders the improvement(s) will impact, i.e., existing riders.

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

RESPONSE:

- Existing Transit Routes on the Project: _____

SCORING GUIDANCE (~~300~~ 325 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 $(1,000/1,500)*325$ points or 217 points.

3. Equity and Housing Performance (150 175 Points) -- This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. 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 equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30-105 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- 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: (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial

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

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30-105 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

~~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 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 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 $(10/20) * 105$ points or 53 points. Note also that it is possible to score negative points on this measure.

- 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.

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- 50 Points) - This criterion measures the impact that the project's implementation may have on air quality by rating the potential that project's elements have to contribute to reductions ~~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 and reductions in idling, and facility modernization improvements, and systemwide upgrades that reduce congestion emissions, reduce exposure, reduce congestion, and/or improve energy efficiency and use of renewable energy.

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

~~Most projects will reduce CO, NO_x, CO_{2e}, PM_{2.5}, 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).

A. Discuss how the project will reduce emissions. Examples of project elements that can reduce emissions include (note that this is not an exhaustive list):

- Improved fuel efficiency and reduced tailpipe emissions through vehicle upgrades
- Improved ability for riders to access transit via non-motorized transportation
- Improved accommodation of transit-oriented development walkable from transit stop(s) and/or station(s)
- Reduced vehicle acceleration/deceleration cycles, "dead head" time, or idling time
- Electric vehicle charging stations
- Sustainable facility features such as energy efficient equipment, "green infrastructure" for storm water management, and use of renewable energy

Applicants are recommended to provide any data to support their argument.

SCORING GUIDANCE (50 Points)

The project that has the most benefits for reduced emissions, reduced exposures, reduced congestion, ~~reduce emissions,~~ and/or improved energy efficiency will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

5. Service and Customer Improvements (150-200 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 provide a better customer experience 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.~~ Service and customer improvements include but are not limited to providing faster travel times, providing new or improved amenities or customer facilities, and improving customer interface with transit. This criterion will place particularly emphasis on travel time and reliability improvements.

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

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

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

SCORING GUIDANCE (75 Points)

~~The applicant with the greatest reduction in travel time will receive the full points. Remaining projects will receive a proportionate share of the full points.~~

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

~~*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 (37-200 Points):~~

- Travel time or reliability improvements
- Improved boarding area
- Improved customer waiting facilities
- Real-time signage

- Heated facilities or weather protection
- Safety and security equipment
- Improved lighting
- ITS measures that improve reliability and the customer experience
- Transit advantages
- Travel time or reliability improvements

When providing a description of improvements and amenities, provide quantitative information, as applicable. This could include number of improved customer facilities by the type of amenity, number of routes impacted, or number of riders impacted. Of particular importance is quantifying travel time and reliability improvement. Examples include time saved per route, the portion of the route along which time is saved, and ridership or frequency on this route(s).

RESPONSE (Limit ~~2,800~~5,600 characters; approximately ~~400~~800 words):

SCORING GUIDANCE (~~37~~200 Points)

The applicant should describe improvements included in the project that will make transit service more attractive and improve the user experience. The project will be scored based on the quality of the responses. When possible, quantitative information on service and customer improvements will be considered in the quality of the responses. A particular emphasis will be placed on travel time or reliability improvements. Projects will receive a share of the full points at the scorer's discretion.

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

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

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

SCORING GUIDANCE (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response (2,800 or fewer characters), will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. Example improvements are listed below:

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

7. Risk Assessment (100-50 Points) –This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the required Risk Assessment.

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

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

RESPONSE (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects, transit vehicle purchases, or travel demand management (TDM) projects.

~~1) Project Scope Funding (5-20 Percent of Points)~~

~~100% Meetings or contacts with stakeholders have occurred. All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.~~

~~40% Stakeholders have been identified~~

~~0% The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time). Stakeholders have not been identified or contacted~~

~~2) 1) Layout or Preliminary Plan (30-5 Percent of Points)~~

Layout should include proposed geometrics and existing and proposed right-of-way boundaries
~~100% Layout or Preliminary Plan approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s) completed). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.~~

~~50% Layout or Preliminary Plan started/completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.~~

~~0% Layout or Preliminary Plan has not been started~~

Anticipated date or date of completion: _____

~~3) Environmental Documentation (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)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 100% There are historical/archeological properties present but determination of "no historic properties affected" is anticipated.
- 80% Historic/archeological ~~review under way~~ property impacted but; determination of ~~"no historic properties affected"~~ or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archeological ~~resources~~ properties 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 (10-20 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 property 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)~~
- ~~80/70% Section 4f resources present within the project area, but no adverse effects/impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~
- ~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Coordination/documentation has begun~~
- ~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- ~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

6)3) Right-of-Way (15-230 Percent of Points)

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

- ~~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 all identified
- ~~0%~~ ~~Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

~~7)4)~~ **Railroad Involvement (25-20 Percent of Points)**

- 100% No railroad involvement on project or r
- ~~100%~~ ~~Railroad Right-of-Way Agreement~~ agreement is executed (**include signature page, if applicable**)
- ~~60%~~ ~~Railroad Right-of-Way Agreement required; Agreement has been initiated~~
- ~~40~~50% Railroad Right-of-Way Agreement required; negotiations have begun
- ~~20%~~ ~~Railroad Right-of-Way Agreement required; railroad has been contacted~~
- 0% Railroad Right-of-Way Agreement required; negotiations have not begun railroad has not been contacted.

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: _____

SCORING GUIDANCE (~~100~~ 50Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70)*50$ points or 29 points.

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

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

| <u>Project Type</u> | <u>Years of Useful Life</u> |
|------------------------------------|-----------------------------|
| 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 annual project cost~~/total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

~~The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points or 50 points.~~ The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

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

TOTAL: 1,100 POINTS

Travel Demand Management (TDM) – Prioritizing Criteria and Measures

November 15, 2017

Definition:

Transportation Demand Management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

Scoring:

| Criteria and Measures | Points | % of Total Points |
|---|---------------------------|-------------------|
| 1. Role in the Regional Transportation System and Economy | 100 <u>200</u> | 18% |
| Measure A - Ability to capitalize on existing regional transportation facilities and resources | 100 <u>200</u> | |
| 2. Usage | 100 | 9% |
| Measure A - Users | 100 | |
| 3. Equity and Housing Performance | 150 | 14% |
| Measure A - Connection to disadvantageded populations and project's benefits, impacts, and mitigation | 80 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Congestion Reduction/Air Quality | 400 <u>300</u> | 27% |
| Measure A - Congested roadways in project area | 200 <u>150</u> | |
| Measure B - VMT reduced | 200 <u>150</u> | |
| 5. Innovation | 200 | 18% |
| Measure A - Project innovations and geographic expansion | 200 | |
| 6. Risk Assessment | 50 | 5% |
| Measure A - Technical capacity of applicant's organization | 25 | |
| Measure B - Continuation of project after initial federal funds are expended | 25 | |
| 7. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total project cost /total points awarded/ <u>total project cost</u>) | 100 | |
| Total | 1,100 | |

1. Role in the Regional Transportation System and Economy (~~100~~-200 Points) - This criterion measures the existing regional transportation resources that can be capitalized on as part of this project.

A. MEASURE: Identify the existing regional transportation facilities and resources on which the project will capitalize.

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

SCORING GUIDANCE (~~100~~-200 Points)

The applicant will receive points based on the quality of the response. Projects that effectively use existing organization and regional infrastructure and manage congestion and use on key facilities will receive the most points. The applicant with the top score will receive full points. Remaining projects will receive a share of the full points.

2. Usage (100 Points) – This criterion quantifies the project’s impact by estimating the number of direct users of the TDM by identifying the strength of its connection to target groups.

- A. **MEASURE:** Calculate and provide the average weekday users of the project. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. Applicants must describe their methodology for determining the number of project users. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project.

Benefits may include:

- Access to jobs
 - Reduced congestion
 - Reverse commute assistance
 - Ability to live car-free
 - Overcoming barriers to non-traditional commuting (e.g., ~~7~~ shift times not adhering to transit schedules; long transit trips due to transfers/timing)
 - Major employers or employment areas
 - Reduced transportation costs through subsidizing/incentivizing alternative modes
- (100 Points)

RESPONSE:

- Average Weekday Users: _____

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

SCORING GUIDANCE (100 Points)

The applicant will receive points based on the quality of the response and the number of average weekday users. The project that most effectively defines a targeted population and the ability to reach that population, along with the most effective benefits ~~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.~~

One hundred percent of points can be deducted if the applicant provides an unclear or unreasonable 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 Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

- A. MEASURE: Describe the project's positive benefits, and negative impacts, and mitigation(s) to minimize harm and promote equity for low-income populations; people of color; children, people with disabilities, and the elderly along with a description on how the impacted communities have been engaged. ~~In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (low-income populations; people of color; children, people with disabilities, and the elderly). As part of the response, reference the "Socio-Econ" map generated at the beginning of the application process to identify if the project is located in Area of Concentrated Poverty with 50% or more of residents are people of color, Concentrated Area of Poverty, or census tracts above the regional average in poverty or populations of color. (80 Points)~~

Responses

1. (20 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. (60 points) Describe the project's positive benefits to the identified communities. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

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

3. (-10 to 0 points) Describe any negative externalities created by the project and measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

Below is a list of negative impacts. (Negative impacts can occur during construction/implementation) Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (80 Points)

Each application will be scored as described below.

1. (60 points): The project with the most impactful and meaningful community engagement will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (20 points) The project with the most positive benefits will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.

3. (up to 0 points) The scorer will reduce the score by one point for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than deducted.

Following the scoring of the two above elements, each project's combined score will be determined. The top-scoring project will be adjusted to 80 points with all other projects adjusted proportionately. ~~The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.~~

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.

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 (400-300 Points) – This criterion measures the project’s ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project’s implementation will have on air quality as measured by reductions in CO, 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. (200-150 Points)

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

SCORING GUIDANCE (200-150 Points)

The applicant with best response will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.

- The project is located in an area of traffic congestion served by one or more principal arterials or A-minor arterials: Up to 50 Points, plus
- The project will reduce congestion and/or SOV trips in the project area: Up to 100 Points

- B. **MEASURE:** The applicant must show that the project will reduce CO, NO_x, CO_{2e}, PM_{2.5}, 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)

NOTE: A “trip” is defined as the journey from origin to destination. Round trip travel is considered two trips. Using multiple modes or multiple transit routes between an origin and destination does not constitute multiple trips.

- $VMT\ reduced = \text{Number of one-way commute trips reduced} * 12.1$

(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 (200-150 Points)

The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project reduced 5 kg and the application being scored reduced 4 kg, this applicant would receive (4/5)*150 points or 120 points.

~~Fifty~~ One hundred 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 enhancements to an existing program.

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

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

SCORING GUIDANCE (200 Points)

The applicant will receive the full points shown for each of 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 replicates another project done in another region or applies research from another organization: Up to 125 Points,
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program: Up to 75 Points

A project that duplicates efforts already occurring within the same geography can be subjected to a reduced score, at the scorer's discretion, if the scorer feels it is redundant and therefore not good stewardship of public funds.

6. Risk Assessment (50 Points) - This criterion measures technical capacity of the applicant and their long-term strategy to sustain their proposed projects beyond the initial funding period.

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

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

SCORING GUIDANCE (25 Points)

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

- Organization has experience implementing similar projects: Up to 10 Points, plus
- Organization has adequate resources to implement the project in a timely manner: Up to 15 Points

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

RESPONSE (Check one):

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

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

SCORING GUIDANCE (25 Points)

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

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

A. *MEASURE:* This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls) ~~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 $(.00025/0.0005) * 100$ points or 50 points.

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

TOTAL: 1,100 POINTS

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

November 15, 2017

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 | 18% |
| Measure A - Identify location of project relative to Regional Bicycle Transportation Network | 200 | |
| 2. Potential Usage | 200 | 18% |
| Measure A - Existing population and employment within 1 mile <u>(potential usage)</u> | 200 150 | |
| <u>Measure B – Snow and ice control</u> | 50 | |
| 3. Equity and Housing Performance | 120 | 11% |
| Measure A - Connection to disadvantageded populations and project’s benefits, impacts, and mitigation | 50 | |
| Measure B - Housing Performance Score | 70 | |
| 4. Deficiencies and Safety | 250 | 23% |
| Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project | 100 | |
| Measure B - Deficiencies corrected or safety problems addressed | 150 | |
| 5. Multimodal Facilities and Existing Connections | 100 | 9% |
| Measure A - Transit or pedestrian elements of the project and connections | 100 | |
| 6. Risk Assessment/Public Engagement | 130 | 12% |
| Measure A - Risk Assessment Form | 130 | |
| 7. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total project cost points awarded/total <u>project cost</u> points awarded) | 100 | |
| Total | 1,100 | |

1. Role in the Regional Transportation System and Economy (200 Points) - This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy through its inclusion within or direct connection to the [Regional Bicycle Transportation Network \(RBTN\)](#), which is based on the Twin Cities Regional Bicycle System Study (2015).

- A. **MEASURE:** Reference the "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: If no projects meet the above criterion for 200 points, the top scoring project(s) will be adjusted to 200 points and all other project scores will be adjusted proportionately. Due to tiered scoring, it is possible that ~~no, or~~ multiple, projects will receive the maximum allotment of 200 points.

Multiuse Trails and Bicycle Facilities

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 (Integer Only, ~~100~~-75 Points): _____
- Existing Employment within 1 Mile (Integer Only, ~~100~~-75 points): _____

SCORING GUIDANCE (200-150 Points)

The applicant with highest population will receive the full 75 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~~75). 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 $(1,000/1,500)*75$ points or 50 points.

- Existing population: ~~100~~-75 Points
- Existing employment: ~~100~~-75 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 140 points, this applicant would receive $(80/140)*150$ points or 86 points.

- B. MEASURE: Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage.

RESPONSE:

Include a link to and/or description of maintenance plan language.

- Maintenance plan or policy for snow-removal for year-round use (50 Points): _____
- No maintenance plan or policy for snow-removal for year-round use (0 Points): _____

SCORING GUIDANCE (50 Points)

Applicants that have policy language that commits to year-round usage by controlling snow and ice on from trails will receive 50 points. Those who do not will receive zero points.

3. Equity and Housing Performance (120 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. 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 equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (50 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- 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: (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Multiuse Trails and Bicycle Facilities

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30-50 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

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 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 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 $(10/20) * 50$ points or 25 points. Note also that it is possible to score negative points on this measure.

- 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.

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

Multiuse Trails and Bicycle Facilities

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 system gaps through completion of a [Critical Bicycle Transportation Link](#), 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 and key destinations. In addition to providing critical links, projects will be scored on their ability to correct deficiencies and improve the overall safety/security of an existing facility, or expand safe biking opportunities with a 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 and/or improve continuity or connections between jurisdictions. The applicant should include a description of gap improvements for the project. (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) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): (10 Points)

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

| |
|--------------------------------------|
| SCORING GUIDANCE (100 Points) |
|--------------------------------------|

Multiuse Trails and Bicycle Facilities

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 whether crash data is cited as part of the response. The project with the most extensive improvements will receive the full points for each category. Remaining projects will receive a share of the full points as listed below.

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportional 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/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 100 points while other projects will receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points

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

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

RESPONSE (200 words or less):

SCORING GUIDANCE (100 Points)

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

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

6. Risk Assessment (130 Points) - 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):

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 Funding (5-20 Percent of Points)~~

100% ~~Meetings or contacts with stakeholders have occurred. All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.~~

40% ~~Stakeholders have been identified~~

0% ~~The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time). Stakeholders have not been identified or contacted~~

2) ~~1) Layout or Preliminary Plan (30-5 Percent of Points)~~

Layout should include proposed geometrics and existing and proposed right-of-way boundaries
100% ~~Layout or Preliminary Plan~~ approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s) ~~completed~~). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

50% ~~Layout or Preliminary Plan started~~ completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

0% ~~Layout or Preliminary Plan~~ has not been started

Anticipated date or date of completion: _____

3) ~~Environmental Documentation (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)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

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

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

80% Historic/archeological ~~review under way~~ property impacted; determination of ~~"no historic properties affected"~~ or "no adverse effect" anticipated

40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated

0% Unsure if there are any historic/archeological ~~resources~~ properties 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 (10-20 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 property 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)~~

~~80/70% Section 4f resources present within the project area, but no adverse effects/impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~

~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Coordination/documentation has begun~~

~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~

~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

6)3) Right-of-Way (15-230 Percent of Points)

100% Right-of-way, permanent or temporary easements either not required or all have been acquired

50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

~~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 all identified~~

~~0% Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

~~7)4) **Railroad Involvement (25-20 Percent of Points)**~~

~~100% No railroad involvement on project or r~~

~~100% Railroad Right-of-Way Agreement agreement is executed (**include signature page, if applicable**)~~

~~60% Railroad Right-of-Way Agreement required; Agreement has been initiated~~

~~40~~~~50% Railroad Right-of-Way Agreement required; negotiations have begun~~

~~20% Railroad Right-of-Way Agreement required; railroad has been contacted~~

~~0% Railroad Right-of-Way Agreement required; negotiations have not begun railroad has not been contacted.~~

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: _____~~

SCORING GUIDANCE (130 Points)

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

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

A. MEASURE: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls) ~~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~~ proportionate share of the full points. For example, if the top project received .0005 points per dollar and had 35,000 ~~and~~ the application being scored received .00025 points per dollar, had 70,000, this applicant would receive (.00025/35,000)/(.0005/70,000)*100 points or 50 points.

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

TOTAL: 1,100 POINTS

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

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

1. Role in the Regional Transportation System and Economy (150 Points) - This criterion measures the regional significance of the project, including the project's connections to jobs, ~~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.

3. Equity and Housing Performance (120 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. 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 equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (50 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- 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: (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial

Pedestrian Facilities

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

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (50 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

~~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 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 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 $(10/20)*50$ points or 25 points. Note also that it is possible to score negative points on this measure.

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.

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.

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 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

5. 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.

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.

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

RESPONSE (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects, transit vehicle purchases, or travel demand management (TDM) projects.

~~1) Project Scope Funding (5-20 Percent of Points)~~

- 100% ~~Meetings or contacts with stakeholders have occurred. All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.~~
- 40% ~~Stakeholders have been identified~~
- 0% ~~The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time). Stakeholders have not been identified or contacted~~

2)1) Layout or Preliminary Plan (30-5 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries

- 100% Layout or Preliminary Plan approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s) completed). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.
- 50% Layout or Preliminary Plan started/completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.
- 0% ~~Layout or Preliminary Plan has not been started~~

Anticipated date or date of completion: _____

~~3) Environmental Documentation (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)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

Pedestrian Facilities

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

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

80% Historic/archeological ~~review under way~~ property impacted; determination of ~~"no historic properties affected"~~ or "no adverse effect" anticipated

40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated

0% Unsure if there are any historic/archaeological ~~resources~~ properties 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 (10-20 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 property 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)~~

~~80/70%~~ ~~Section 4f resources present within the project area, but no adverse effects impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~

~~50%~~ ~~Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Coordination/documentation has begun~~

~~30%~~ ~~Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~

~~0%~~ ~~Unsure if there are any impacts to Section 4f/6f resources in the project area~~

~~6)3) Right-of-Way (15-30 Percent of Points)~~

100% Right-of-way, permanent or temporary easements either not required or all have been acquired

50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

~~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 all identified~~

~~0%~~ ~~Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

~~7)4)~~ **Railroad Involvement (25-20 Percent of Points)**

- 100% No railroad involvement on project or r
- ~~100%~~ Railroad Right-of-Way ~~Agreement~~ agreement is executed (include signature page, if applicable)
- ~~60%~~ Railroad Right-of-Way Agreement required; Agreement has been initiated
- ~~40~~50% Railroad Right-of-Way Agreement required; negotiations have begun
- ~~20%~~ Railroad Right-of-Way Agreement required; railroad has been contacted
- 0% Railroad Right-of-Way Agreement required; negotiations have not begun; railroad has not been contacted.

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: _____

SCORING GUIDANCE (130 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70)*50$ points or 29 points.

7. Cost Effectiveness 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.

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

TOTAL: 1,100 POINTS

Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

November 16, 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 |
|---|--------------|-------------------|
| 1. Relationship between Safe Routes to School Program Elements | 250 | 23% |
| Measure A - Describe how project addresses 5 Es* of SRTS program | 250 | |
| 2. Potential Usage | 250 | 23% |
| Measure A - Average share of student population that bikes or walks | 170 | |
| Measure B - Student population within school's walkshed | 80 | |
| 3. Equity and Housing Performance | 120 | 11% |
| 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 | 23% |
| Measure A - Barriers overcome or gaps filled | 100 | |
| Measure B - Deficiencies corrected or safety or security addressed | 150 | |
| 5. Public Engagement/Risk Assessment | 130 | 12% |
| Measure A - Public engagement process | 45 | |
| Measure B - Risk Assessment Form | 85 | |
| 6. Cost Effectiveness | 100 | 9% |
| Measure A – Cost effectiveness (total project cost /total points awarded/ total project cost/) | 100 | |
| Total | 1,100 | |

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

1. Relationship between Safe Routes to School Program Elements (250 Points) - This criterion assesses the program’s ability to integrate the Safe Routes to School Program Elements: 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 Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. 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 equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (50 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- 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: (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial

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

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (50 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

~~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 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 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 $(10/20)*50$ points or 25 points. Note also that it is possible to score negative points on this measure.

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.

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. 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):

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 Funding (5-20 Percent of Points)

- 100% Meetings or contacts with stakeholders have occurred All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.
- 40% Stakeholders have been identified
- 0% The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time) Stakeholders have not been identified or contacted

~~2)1~~ **Layout or Preliminary Plan (30 5 Percent of Points)**

Layout should include proposed geometrics and existing and proposed right-of-way boundaries

100% ~~Layout or Preliminary Plan~~ approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s) ~~completed~~). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

50% ~~Layout or Preliminary Plan~~ started completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

0% ~~Layout or Preliminary Plan~~ has not been started

Anticipated date or date of completion: _____

~~3) Environmental Documentation (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)2~~ **Review of Section 106 Historic Resources (10 20 Percent of Points)**

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

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

80% Historic/archeological ~~review under way~~ property impacted; determination of ~~"no historic properties affected"~~ or "no adverse effect" anticipated

40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated

0% Unsure if there are any historic/archaeological ~~resources~~ properties 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 20 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 property 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~~70% ~~Section 4f resources present within the project area, but no adverse effects/impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~
- 50% ~~Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Coordination/documentation has begun~~
- 30% ~~Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- 0% ~~Unsure if there are any impacts to Section 4f/6f resources in the project area~~

6)3) Right-of-Way (15-230 Percent of Points)

- 100% ~~Right-of-way, permanent or temporary easements either not required or all have been acquired~~
- 50% ~~Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete~~
- 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 all identified~~
- 0% ~~Right of way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

7)4) Railroad Involvement (25-20 Percent of Points)

- 100% ~~No railroad involvement on project or r~~
- 100% ~~Railroad Right-of-Way Agreement agreement is executed (include signature page, if applicable)~~
- 60% ~~Railroad Right-of-Way Agreement required; Agreement has been initiated~~
- 40/50% ~~Railroad Right-of-Way Agreement required; negotiations have begun~~
- 20% ~~Railroad Right-of-Way Agreement required; railroad has been contacted~~
- 0% ~~Railroad Right-of-Way Agreement required; negotiations have not begun; railroad has not been contacted.~~

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: _____~~

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 $(.00025/35,000 / .0005/70,000) * X$ 100 points or 50 points.

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

TOTAL: 1,100 POINTS

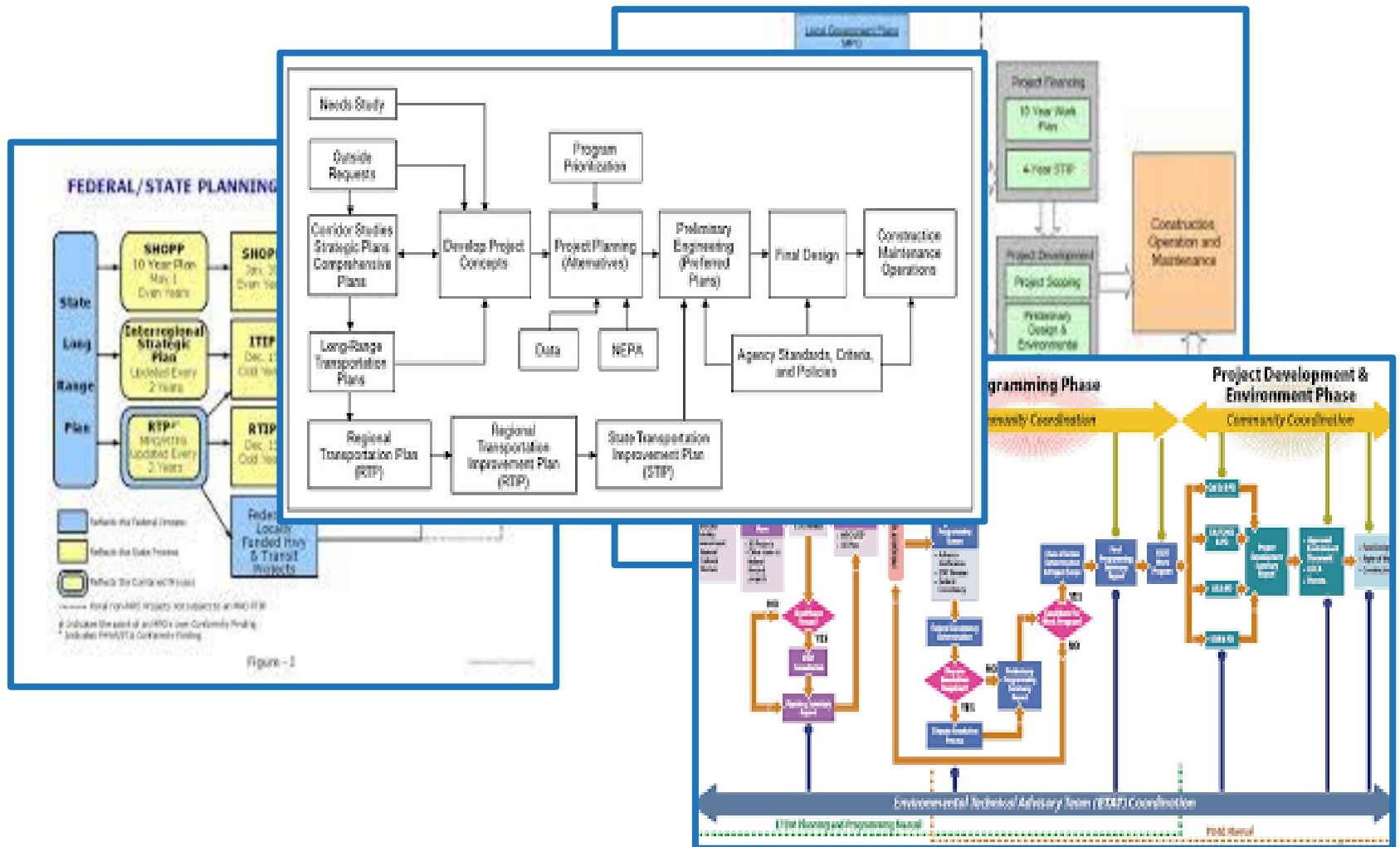


MnDOT Project Selection Policy Initial Input

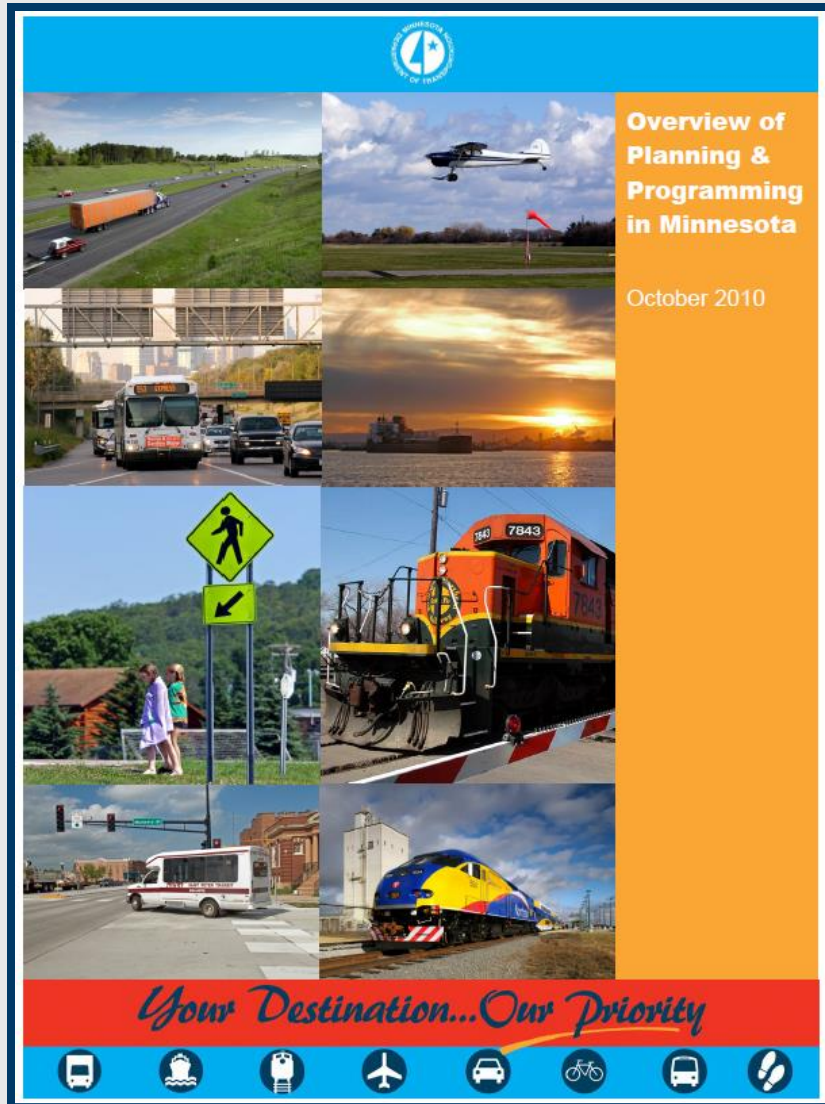
Metropolitan Council
Transportation Advisory Board
Technical Advisory Committee

January 3, 2018

Many have tried to explain it...



MnDOT has tried long explanations...



Only 83
pages

We've tried elevator speeches...

How MnDOT Selects Projects in Less Than 100 words

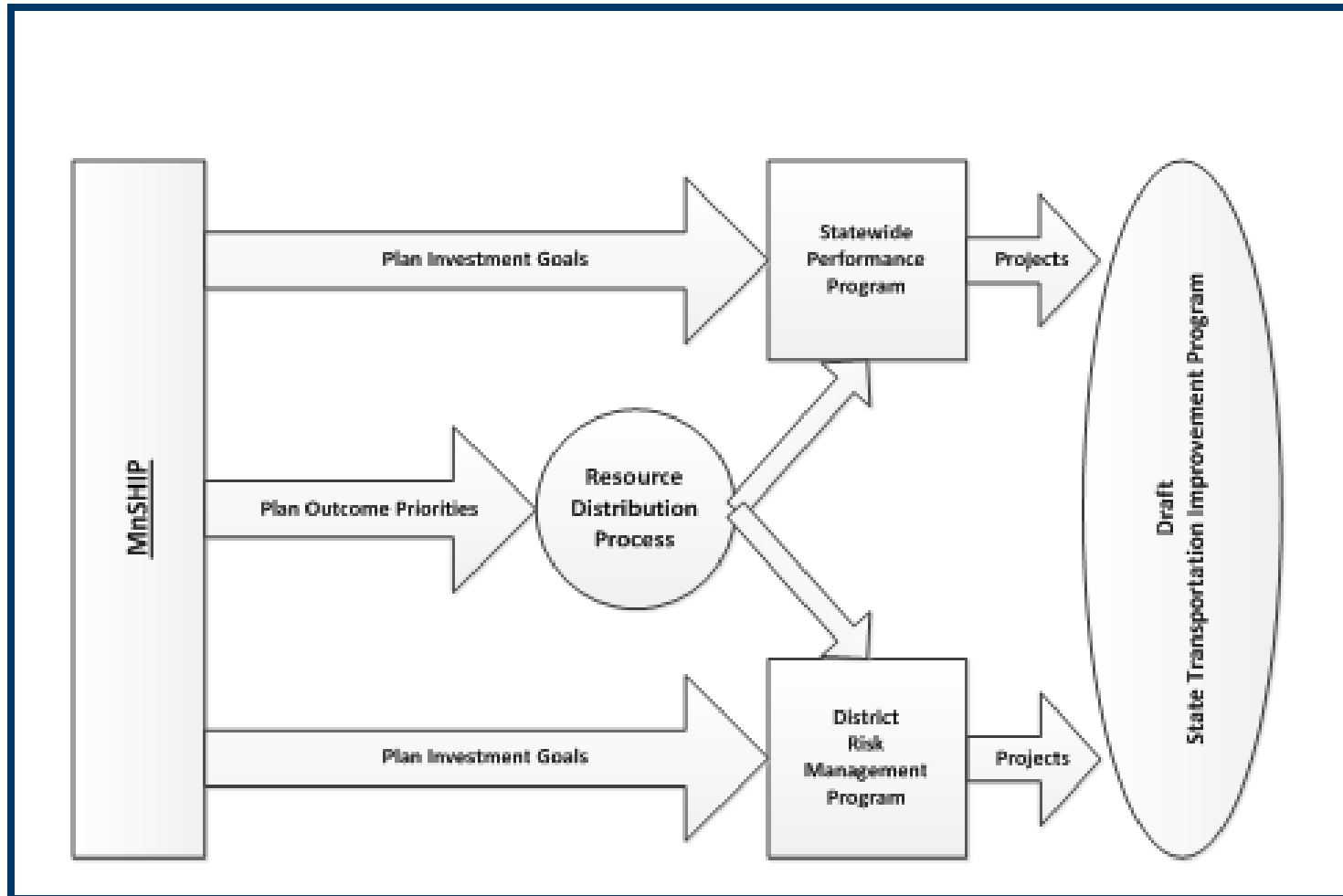
Transportation investments should improve the quality of life and support economic development.

To meet Minnesota's goals, MnDOT evaluates physical factors like smoothness for pavement or state-of-good-repair for bridges combined with qualitative factors like Minnesota's quality of life or economic development potential.

There are never enough resources to meet every worthy goal completely. So with the aid of citizen and transportation partner input, MnDOT chooses a mix of projects that represent the best compromise of asset preservation, system expansion, enhancements, local needs, legal obligations, and public opinion.

Learn more in the [Minnesota State Highway Investment Plan](#).

We've tried pictures...



We've tried video...

Your questions, answered!



How are construction projects selected?

Mark Nelson, Program Manager for Statewide Planning and Transportation Data Analysis

[Learn more about how projects are selected](#)

We've tried presentations...



The image shows a presentation slide for MnDOT. At the top, there is a blue header bar with the MnDOT logo, which features a stylized '4' and a star. The main title 'MnDOT Overview' is centered in a large, dark blue font. Below the title, the text 'House Transportation Committee' and 'March 4, 2015' is centered in a smaller, dark blue font. At the bottom, there is a dark blue footer bar with the slogan 'We all have a stake in A to B' in white text. Below the slogan is a row of eight circular icons representing different modes of transportation: a bus, a ship, a train, an airplane, a car, a bicycle, another bus, and a person walking.



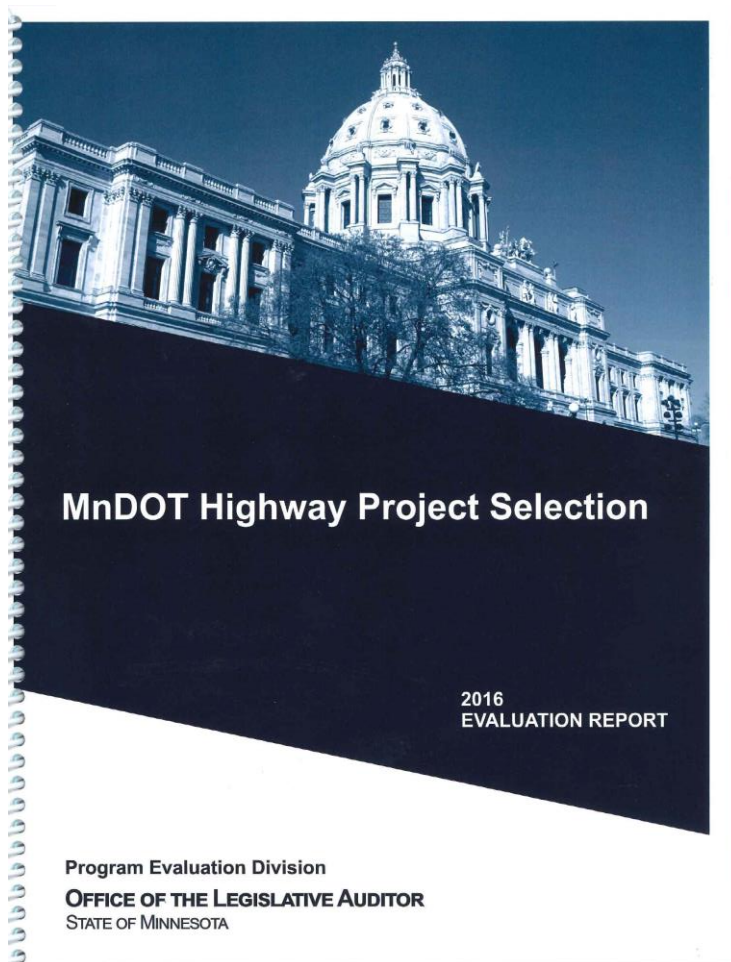
MnDOT Overview

House Transportation Committee
March 4, 2015

We all have a stake in **A to B**

We welcomed an audit...



- How does MnDOT select projects?
- How transparent is MnDOT's process?
- Who makes decisions?
- What criteria are used?
- How do special programs compare to the standard project selection process?

OLA Audit Findings

“In our interviews with MnDOT staff, it was clear that standard programming decisions were carefully thought out and took into consideration a wide variety of important factors.”

OLA Audit Findings

*“Further, we found that when we asked specific questions, MnDOT staff could generally provide cogent explanations for the reasons behind specific programming decisions. **We do not have significant concerns about the decisions themselves.**”*

OLA Audit Findings

“MnDOT does not provide sufficient information about its project-selection decisions to the public or interested stakeholders.”

OLA Audit Findings

*“MnDOT publishes lists of the projects it plans to construct, **but it does not publish information about how these decisions were reached or what alternatives were considered.** Without that basis for comparison, it is difficult for those outside of MnDOT to understand or assess its decisions.”*

OLA Recommendation #1

The Minnesota Department of Transportation should take steps to improve the transparency of its standard project selection process.

MN Laws 2017, Chapter 3, Sec. 124

The commissioner of transportation must develop, adopt, and implement a policy for project evaluation and selection by November 2018

<https://www.revisor.mn.gov/laws/?year=2017&type=1&doctype=Chapter&id=3>

... after consultation with the Federal Highway Administration, metropolitan planning organizations, regional development commissions, area transportation partnerships, local governments, the Metropolitan Council, and transportation stakeholders, ...

<https://www.revisor.mn.gov/laws/?year=2017&type=1&doctype=Chapter&id=3>

For Each Selection Process

- Identify criteria, the weight of each criterion, and a process to score each project based on the weighted criteria
- Identify both projects selected and not selected
- Publicize scores and reasons projects were not selected
- Involve ATPs and other local authorities, as appropriate, in scoring/ranking projects

Projects in the State
Transportation
Improvement Program
include scores assigned
under the new policy



Legislative Report

The commissioner must submit a report to the legislature describing how the policy is anticipated to improve the **consistency, objectivity, and transparency** of the selection process.

Due February 2019

The 2020-2023 STIP will be the first governed by the new policy

We Need Your Input...



Discussion Areas

- Project Selection Information
- Transparency
- Involvement of local authorities in the Selection Process

Area #1: Project Selection Information



Discussion Questions:

- Do you know how project selection decisions are made at MnDOT and who makes them?
- Is the information provided by MnDOT for project selection understandable and helpful to you and/or your constituents? Is it adequate for your needs?
- If you could have more information on project selection, what would you want?

Area #2: Transparency



Scoring Based Project Selections

Chapter 3, Section 124 requires the use of scores in project selection.

- What do you like or not like about using numeric scores to select projects?

Area #3: Involvement in Project Selection



Chapter 3 Law

“For each selection process, the policy adopted under this section must:

... involve area transportation partnerships and other local authorities, as appropriate, in the process.”

Involvement of ATPs and Other Local Agencies in the Project Selection

What type of involvement do you feel the Met Council / TAB and other local agencies should have in the selection of MnDOT state highway construction projects?

What other advice do you have for how MnDOT can “improve the consistency, objectivity, and transparency of the selection process?”

- Develop outline for policy
- Develop initial scoring process for each program
- Additional stakeholder feedback



Thank you!

Philip Schaffner

Project Selection Process Manager

Office of Transportation System Management

philip.schaffner@state.mn.us

651-366-3743

Overview of CMP and Upcoming Congestion Management Plan

Technical Advisory Committee
January 3, 2018



Background

- Congestion Management Process is outlined in Chapter 12 of current Transportation Policy Plan (TPP)
- Provides information on regional data collection/monitoring efforts
- Lists some regional strategies and potential performance measures
- Does not fully address all aspects of the eight-step federal planning process

Proposed TPP Update

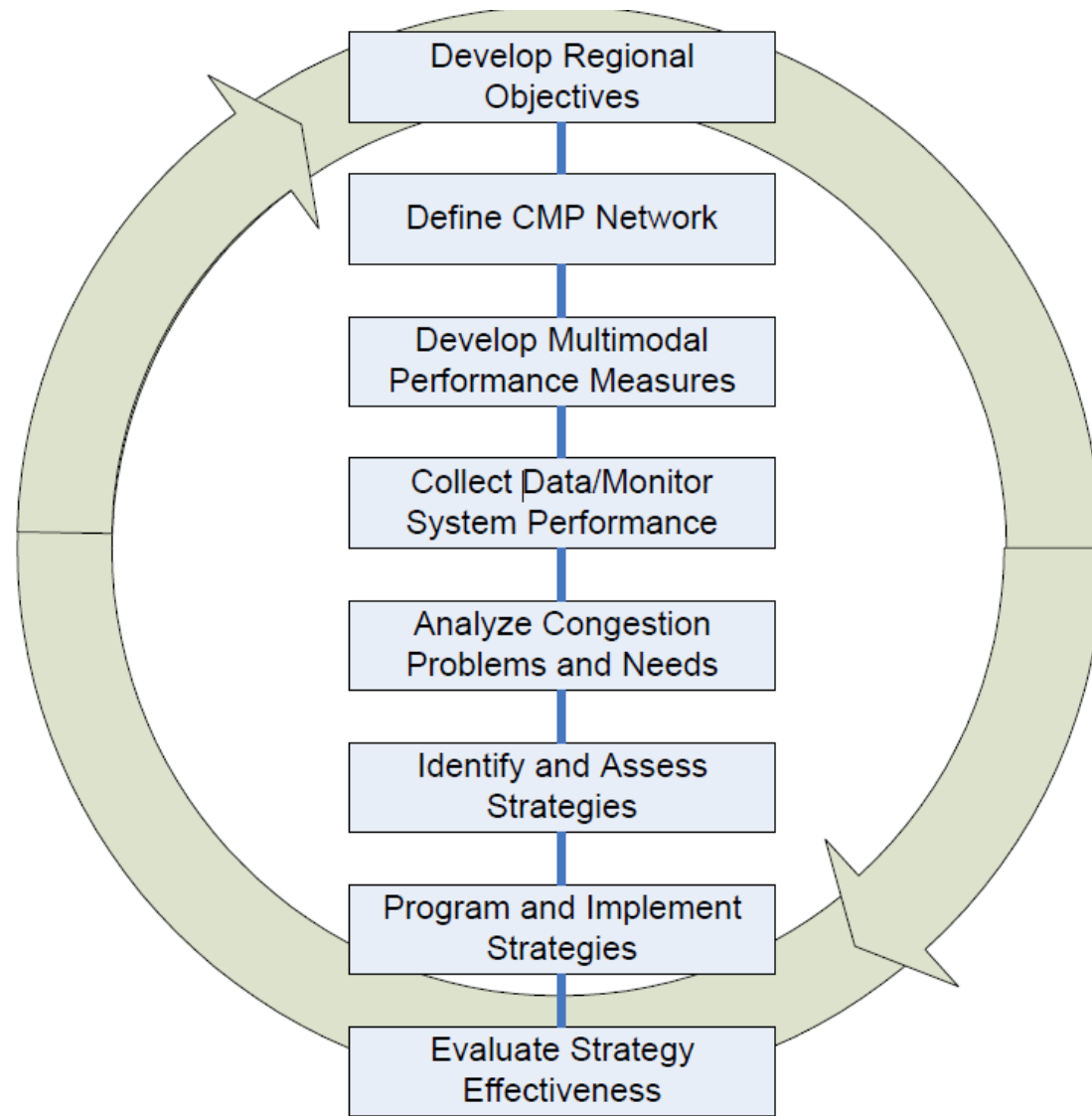
- Will be featured as independent chapter of TPP
- Serves as an **executive summary** of our CMP-related processes; not a full work plan
- Overview of the Council's CMP and how it is broadly linked to the TPP goals
- Outlines future activities and areas that need further refinement

Next Steps...

- Council is currently using the pilot StreetLight InSight subscription to assess speed and congestion on the A-minor arterial system
- The Council will create a independent document (the “CMP Plan”) that will fulfill the federal eight-step process and detail the regional CMP work plan
- Will establish a framework for maintaining the CMP
- Will be developed in 2018; adoption aimed for early 2019
- A consultant will provide support in developing the plan
- CMP Advisory Committee will review and provide extensive input as the plan is developed

CMP Plan Specifics

- Set a regional definition for “congestion”
- Define the CMP network (corridors that are identified as congested)
- Utilize “SMART” (specific, measurable, agreed-upon, realistic, time-bound) objectives
- Develop clear, regionally-agreed upon multimodal performance measures
- Establish a regional data collection/management plan
- Identify specific strategies to help mitigate congestion
- Develop a framework to ensure CMP strategies are used in the project selection process
- Create a mechanism to evaluate the effectiveness of implemented strategies





METROPOLITAN
C O U N C I L