DRAFT CONCLUSIONS

Draft Conclusions from Roadways Applications

1. Add a new roadways application category, Spot Mobility and Safety, for intersection improvement projects. This category will have a minimum federal award of $1M and a maximum federal award of $3.5M.
    - Rationale: There was need identified for a new category for lower cost/high benefit intersection projects, consistent with the 2040 Transportation Policy Plan. This change should allow for a higher number of roadway projects to be funded and more applicants should have potential projects relative to large interchange projects.
2. Insert a new measure specific to pedestrian safety improvements as part of roadway projects.
    - Rationale: Both policymakers and technical experts recognized the need to think purposefully about pedestrian safety within roadway projects given the regional need for improved pedestrian safety.
3. Keep Roadway Reconstruction/Modernization and Bridges as two separate applications.
    - Rationale: Technical experts provided feedback that roadways and bridges are two separate project types that cannot be easily compared.
4. Eliminate the $10M minimum set-aside for the Bridge application category.
    - Rationale: Technical experts noted that removing the automatic set-aside would be consistent with the way other application categories are treated. The change would also give TAB more flexibility in their funding decision depending on the number and quality of bridge projects submitted each cycle.
5. Decrease the Traffic Management Technologies maximum federal award from $7M to $3.5M.
    - Rationale: Technical experts identified that projects submitted in this category in the past generally requested between $1M and $3M.
6. Increase the Strategic Capacity (Roadway Expansion) maximum federal award from $7M to 10M.
    - Rationale: Feedback received by MnDOT and other stakeholders noted that the $7M was not adequate in the funding of $30M+ interchange projects. Increasing the maximum award to $10M would account for the increase cost of these projects and reduce the risk of the projects being withdrawn due to a lack of funding.

Draft Conclusions from Bicycle and Pedestrian Applications

1. Decrease the Multiuse Trail and Bicycle Facilities maximum award from $5.5M to $4M.
    - Rationale: Feedback received in surveys indicated a desire to fund more projects than the 11 out of 40 submittals in the 2018 Regional Solicitation cycle. Lowering the maximum has the potential to fund a higher number of submittals. There was some feedback from technical staff that a lower maximum would better serve the purpose of funding more projects. A $4M would have only funded two to three more projects based on the submittals from the past three cycles.

Trails Projects Funding Sources (2014, 2016, 2018)

2018

Applicant	Project	Total	Federal	Local		Source
St Paul	Kellogg Boulevard Capital City Bikeway Phase I	$6,640,000	$5,312,000	$1,328,000	20%	Local, State Aid
Hennepin Co	University Ave and 4th St SE Protected Bikeways in Minneapolis	$9,575,146	$5,500,000	$4,075,146	43%	Hennepin Co
Hennepin Co	Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities	$7,872,486	$5,500,000	$2,372,486	30%	Hennepin Co
St Paul	Fish Hatchery Trail Stabilization and Reconstruction	$2,771,000	$2,216,800	$554,200	20%	Parks and Trails Legacy Fund, Metro Parks CIP
Dakota Co	North Creek Greenway in Lakeville and Farmington	$600,000	$480,000	$120,000	20%	Local
Fridley	Fridley 7th Street and 57th Ave Trail Connections	$645,150	$516,120	$129,030	20%	City of Fridley's Capital Investment Fund
Hennepin Co	Midtown Greenway Accessible Connections in Minneapolis	$1,400,000	$1,120,000	$280,000	20%	Hennepin Co
Dakota Co	CSAH 42 Multiuse Trail and Crossing in Apple Valley	$1,570,000	$1,256,000	$314,000	20%	Dakota County CIP
Dakota Co	Minnesota River Greenway in Eagan	$4,385,000	$3,508,000	$877,000	20%	Dakota Co
Scott Co	CSAH 17 Bicycle and Pedestrian Bridge over US 169	$1,187,600	$950,080	$237,520	20%	Local
Washington Co	CSAH 38 Multi-Use Trail in Washington County	$576,000	$460,800	$115,200	20%	County State Aid

2016

Applicant	Project	Total	Federal	Local		Source
Hennepin Co	Bike Link on Portland Ave at TH 62	$937,720	$750,176	$187,544	20%	Hennepin Co
Minneapolis	Queen Avenue Bicycle Boulevard	$1,250,000	$1,000,000	$250,000	20%	Hennepin County (agrees to $200,000.00), City of Minneapolis
St. Paul	Johnson Parkway Trail	$7,049,115	$5,500,000	$1,549,115	22%	Local
Bloomington	France Avenue Trail	$3,504,141	$2,803,313	$700,828	20%	City of Bloomington franchise fees for trail reconstruction and maintenance
St. Paul	Como Ave Trail	$6,322,500	$5,058,000	$1,264,500	20%	Local
West St. Paul	Oakdale & Marie Trail Extension	$1,494,200	$1,195,360	$298,840	20%	Dakota Co and City of West St. Paul
St. Louis Park	Dakota-Edgewood Trail Bridge	$3,648,000	$2,918,400	$729,600	20%	Local
Burnsville	Cliff Road Improvement Trail Project	$845,000	$676,000	$169,000	20%	Local
Dakota Co	Dakota Co Robert St Trail Connection	$820,000	$656,000	$164,000	20%	Dakota County CIP
Brooklyn Ctr	TH 252 Overpass at 70th Ave N	$2,378,300	$1,902,640	$475,660	20%	Local
St. Paul	Bruce Vento Bicycle & Pedestrian Bridge Connection	$15,500,000	$5,500,000	$10,000,000	65%	State of Minnesota Legacy, State Direct Bonding appropriation
West St. Paul	West St. Paul Wentworth Trail Gap	$1,231,000	$984,000	$247,000	20%	Dakota County CIP

2014

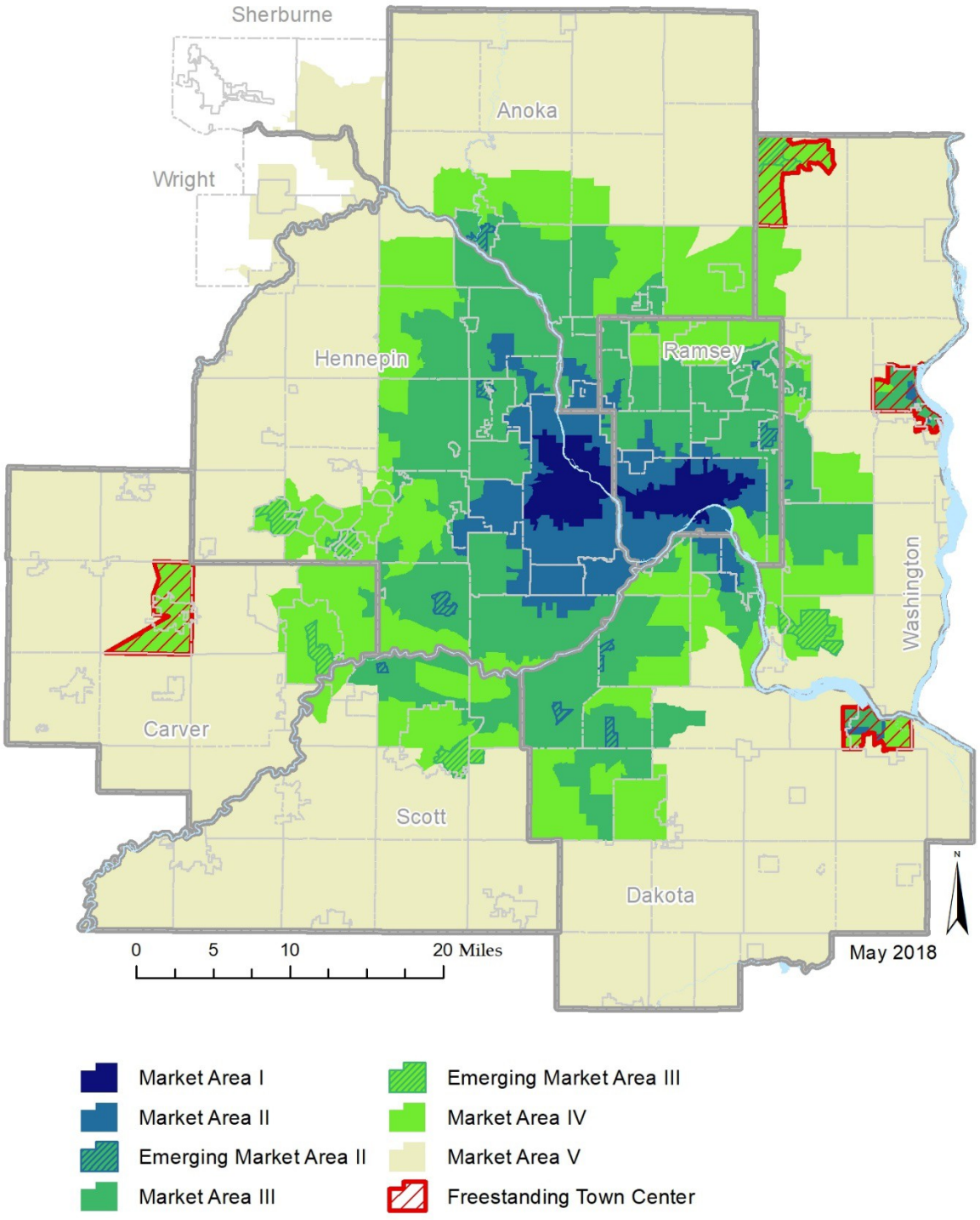
Applicant	Project	Total	Federal	Local		Source
Hennepin Co	SW LRT Regional Trail Crossings	$7,190,000	$5,500,000	$1,690,000	24%	Hennepin Co
Minneapolis	U of Minnesota Protected Bikeways	$1,192,470	$953,976	$238,494	20%	City funds
Minneapolis	Midtown Greenway to Lake	$3,600,000	$2,880,000	$720,000	20%	City of Mpls - Local Net Debt Bonds
St Paul	Margaret St Bicycle Boulevard & McKnight Trail	$1,564,437	$1,251,549	$312,888	20%	Local funds
MnDOT	5th St. SE Ped/Bike Bridge Replace	$2,612,172	$2,089,738	$522,434	20%	State Bridge Improvement Program
St Paul	Indian Mounds Regional Park Trail	$1,658,000	$1,326,400	$331,600	20%	Met Council CIP and Legacy Park and Trail
3 Rivers PD	Nine Mile Creek Regional Trail: West Edina Segment	$7,600,433	$5,500,000	$2,100,433	28%	Three Rivers PD General Obligation Bond Fund and State Park and Trail Legacy Funds
Carver Co	TH 5 Regional Trail from CSAH 17 to CSAH 101	$401,900	$321,520	$80,380	20%	County's allocation of parks & trails legacy funds provided through the Legislature
Fridley	W Moore Lake Trail & Bicycle Lanes	$573,540	$458,832	$114,708	20%	City of Fridley
MN-DNR	Gateway State Trail - Hadley Tunnel	$1,399,851	$1,000,000	$399,851	29%	Legacy
Carver Co	TH 5 Regional Trail from Minnewashta to Century	$1,379,800	$1,103,840	$275,960	20%	Carver Co

Draft Conclusions from Transit Applications

1. Create a bus rapid transit funding program where the federal funding amount and projects are approved outside of the application process. Set the program funding range from $25-28 M and require a program update and fund distribution presentation to TAB prior to Regional Solicitation project selection. TAB would adopt the final list of funded projects as part of the project selection recommendation or TIP adoption. Exclude bus rapid transit projects or extensions from applying in other transit categories. Transit improvements on existing lines are ineligible and must apply in Transit Expansion or Modernization. Projects that are seeking federal Capital Investment Grants (CIG) program funding are ineligible for funding in this category for the CIG-funded project.
    - Rationale: Arterial bus rapid transit corridor project applications have consistently scored at the top of the transit categories that they applied for since 2011. These projects best deliver the Regional Solicitation values for transit as exemplified by the technical scores. However, the solicitation structure does not efficiently deliver the projects, nor does it allow for adequate competition among the other transit projects because technical scores are skewed by ABRT projects. Metro Transit's #1 priority for regional solicitation funding is ABRT projects moving forward for the next several cycles, and Metro Transit represents 80% of the transit service area population and 94% of the ridership. The recommended funding range for the program represents 60-67% of the transit midpoint funding target (excluding TDM).
    - Rationale: Other BRT projects are high-cost projects that would benefit from simplified funding for project delivery. FTA Capital Investment Grant projects funded for original construction would be ineligible for this program. Extensions to existing BRT projects would be eligible. Add-ons to lines after initial construction, such as new stations, expanded park-and-rides, or other capital improvements should apply under the Transit Expansion or Modernization category.
2. Establish a funding guarantee for at least one Transit Expansion project that serves a new market, with at least one end of the project in Transit Market Area 3, 4, or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center (see page 7) and excluding peak-direction commute express service that is oriented to downtown Minneapolis (including the U of MN) or downtown Saint Paul. Add a "New Market Project" narrative to the project application to be peer-reviewed for reasonableness that the project truly serves a new market.
    - Rationale: Projects that attempt to serve new markets have difficulty competing against proven transit markets because of the scoring structure in the Transit Expansion category. A guarantee will facilitate greater regional balance and allow for testing of new markets using Regional Solicitation funding, particularly for small providers like suburban transit providers. This recommendation is coupled with the BRT program funding program recommendation and they are assumed to move together as one recommendation, so either both or neither. Technical work group recommended a geographic and peer-reviewed definition for each project, rather than a strict definition that may be unintentionally prohibitive.
3. No change to project maximum amounts.
    - Rationale: Technical work group recommended not changing the project maximum funding. A lower project maximum, while potentially allowing for funding more projects, could also prohibit good projects from applying because of the size of transit projects and the burden of federal funds for a smaller federal share.

4. No change for transit vehicle purchases in the Regional Solicitation, but recommendation to develop a process for vehicles that are no longer used for a funded-project purpose.
    - Rationale: Technical work group acknowledged the potential risk that funding New Market projects may create fleet inefficiencies. Since this issue is likely years off when following implementation, they recommended working on a process to address this risk but not changing the solicitation itself.
5. No change in eligibility for support facilities (e.g. garages, admin facilities).
    - Rationale: Technical work group acknowledged the difficulty in scoring these projects but would require more time to develop better scoring methodologies for these projects. Recommended no change at this time but would like to work on the issue for future solicitations and recognized that projects in this category will likely not score well under current structure anyways.

Transit Market Areas



Draft Recommendations for Equity Scoring

1. Shift 20 points from Housing Performance to the Equity Score in All Application Categories
    - Rationale: Under the current scoring, Housing Performance receives 70 points in every application category. The Equity scoring, which includes measures for outreach to, and the benefits and impacts of, a project on equity populations, receives scores ranging from a low of 30 points in all of the Roadway application categories to a high of 120 points in the Transit Modernization category. Sensitivity analysis has shown the measures impact the project ranking and selection, but much less so in the Roadway application categories. In addition, the Housing Performance Score, while valuable to indicate a community's commitment to providing affordable housing, is less directly project-related than are the Equity measures. Shifting points from Housing Performance to Equity will allow the Equity measures to have a bigger impact, particularly in the roadway categories (see Proposed Equity and Housing Scoring chart on page 9).
2. Add an Affordable Housing Connection Measure to the Housing Performance Score
    - Rationale: Currently the housing scoring is based upon the Housing Performance Score calculated annually by the Metropolitan Council for each city and township in the metropolitan area. The score accounts for a community's performance in the area of providing affordable housing including development policies, recent development of affordable housing, existing housing stock, and maintenance of affordable housing but is not directly project related. Adding a new qualitative score will allow the project applicant to identify how the project will improve access for specifically identified affordable housing units within ¼ mile of the project. The Housing Performance Score will be 40 points and the Affordable Housing Connection measure will be 10 points in every application category.
3. Replace the Equity Multiplier for Areas of Concentrated Poverty with Bonus Points
    - Rationale: The current scoring methodology multiplies each community's Equity score based upon a geographic multiplier whereby projects within Areas of Concentrated Poverty (ACP) with 50% minorities receive 100% of the points, areas with concentrated poverty or poverty or population of color above the regional average receive 80% and 60% of the points respectively, down to 40% of the points for areas that do not have poverty or population of color above the regional average. This multiplier is seen as a disincentive for addressing the equity measures of outreach and benefits and impacts as communities that have small areas of equity populations could do an excellent job of outreach and identifying project benefits for the Equity populations, yet receive only 40% of the total points. Removing the multiplier and replacing it with bonus points allows for full scoring for all projects and rewards projects that do an outstanding job of addressing issues and have larger equity populations.
    - Proposed bonus point scoring: Only projects that have scored at least 80% of the total Equity points for outreach and identifying benefits and impacts to Equity populations are eligible to receive the bonus points. Bonus points would be awarded as follows:
        - 25 points to projects within Area of Concentrated Poverty with 50% or more people of color
        - 20 points to projects within Area of Concentrated Poverty
        - 15 points to projects within census tracts with percent poverty or population of color above the regional average percent
        - 10 points for all other areas

Proposed Equity and Housing Scoring

Application Category	3A: Housing Performance	3B: Socio-Economic Equity				Total Possible Points
		Community Engagement	Benefits	Negative Impacts	Total	
Roadway Expansion	50 (4.5%)	20	30	0	50 (4.5%)	100
Roadway Reconstruction/Modernization	50 (4.5%)	20	30	0	50 (4.5%)	100
Traffic Management Technologies	50 (4.5%)	20	30	0	50 (4.5%)	100
Bridge	50 (4.5%)	20	30	0	50 (4.5%)	100
Transit Expansion	50 (4.5%)	60	90	0	150 (14%)	200
Transit Modernization	50 (4.5%)	50	75	0	125 (11%)	175
Travel Demand Management (TDM)	50 (4.5%)	40	60	0	100 (9%)	150
Multiuse Trails and Bicycle Facilities	50 (4.5%)	30	40	0	70 (6.3%)	120
Pedestrian Facilities	50 (4.5%)	30	40	0	70 (6.3%)	120
Safe Routes to School	50 (4.5%)	30	40	0	70 (6.3%)	120

4. Provide Informational Workshops/Training Sessions on the Housing and Equity Scoring Measures
    - Rationale: Scoring well on the Housing and Equity measures will require applicants to actively select projects that are designed to address transportation issues experienced by equity communities. This will require engaging the communities prior to and early on in the development of proposed projects to identify specific transportation problems, develop solutions to address the transportation problems and mitigate any negative impacts of the proposed project. Projects cannot just be in a geographic location that includes equity populations – the project must have positive impacts and address specific problems experienced by the communities. The Council will design and provide optional workshops to assist applicants with learning and thinking about equity issues in relation to developing transportation projects.
5. Convene a Regional Policy Group on Transportation and Equity
    - Rationale: Various groups from the Council and TAB to MnDOT and individual cities and counties are discussing how transportation and issues of equity intersect and how projects can be developed and designed to address equity issues. The TAB and Council could form a regional work group to include a diverse group of policy makers to discuss and learn about transportation and equity, or alternatively TAB members could be invited to join in other regional equity related work.

Draft Recommendations for Unique Projects

1. Create a Unique Projects Application Category
    - Rationale – History: Unique projects do not clearly fit in the existing application categories, are innovative, offer regional benefits, and/or may combine or cross modal application categories. Prior to 2014 TAB considered unique projects on an as-needed basis – four unique projects were funded from 1990 through 2012. During the 2014 Regional Solicitation evaluation, TAB created a Unique Projects application category and in the application packet specified the information that should be submitted, but did not set aside specific funding for the category. In the 2016 Solicitation, six applications were received and one funded, the regional Travel Behavior Inventory (TBI)/Modeling Program. After the 2016 Solicitation, the technical committees advised that unique projects are difficult to compare and should at a minimum meet eligibility requirements for applications considered in the funding categories and recommended that TAB not explicitly solicit for unique projects. For the 2018 Solicitation, TAB did not explicitly establish a unique projects category, but included language in the packet that the Solicitation allowed for the submittal of unique projects directly to TAB for consideration. The TBI/Modeling Program submitted information on its past accomplishments and was funded. A second project, the St. Paul Hourcar project, applied as a Transit Expansion project but was deemed not to fit into the category and considered as a unique project. After several discussions and committee meetings, the project was funded at a reduced level. The consideration of this project was time-consuming and contentious, primarily due to the lack of identified criteria and a process for considering unique projects. In addition, the lack of a process did not allow for other potential unique projects to submit for consideration.
    - Rationale – New Technologies and Shared Mobility: The emergence of new transportation technologies, shared mobility, on-demand services, and transportation options that cross or integrate modes has also created a potential category of projects that do not fit into the existing application categories. TAB may want to consider funding these projects as they can offer regional benefits and test new technologies and services, but it is difficult to anticipate these project types in advance. In addition, while these projects may fit into the existing categories, they cannot necessarily be scored using the same measures and values.
2. Set Aside 2.5% of the total funding for Unique Projects
    - Rationale: One of the reasons the 2018 discussion of the St. Paul Hourcar project was difficult was the lack of identified funding for unique projects. The project was seen as directly reducing the funding that was available for projects in the other application categories. Setting aside funding expresses that TAB is willing to consider and fund unique projects but does not necessarily guarantee the funding of a unique project. Setting aside 2.5%, or about $4-$5 M, will potentially allow for the on-going funding of the regional TBI/Modeling Program (about $580,000) and 1-2 additional unique projects. In addition, should a project not be selected, the funding can be reallocated to the other categories.

3. Select Unique Projects in the 2022 Solicitation
    - Rationale: Because Unique projects are using innovative technologies and concepts, it is likely that sponsors want them to be funded and implemented on a shorter timeline than projects in the traditional application categories, which receive funding 4-5 years in advance. Setting aside 2024-2025 federal funding in 2020 and waiting until the 2022 Solicitation to select projects will allow the unique projects to advance on a timeline of receiving funding 2-3 years in advance. (This is similar to the Travel Demand Management category.)
4. Identify the Unique Projects Weighting Criteria and Process after the 2020 Solicitation
    - Rationale: If the unique projects will not be selected until the 2022 Solicitation, TAB can wait to establish the criteria and process for selecting Unique projects until after the 2020 Solicitation has concluded. This will allow for additional time for consideration and allow TAB to focus on more immediate decision-making needs of the 2020 Solicitation.

MODAL FUNDING LEVELS

	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 48%-68% Range of $86M-$122M	Range of 22%-32% Range of $40M-$58M	Range of 10%-20% Range of $18M-$36M	100% $180M (Est)

* 2.5% will be set aside for unique projects off the top, leaving the remaining funds to be distributed to the above modes within the percentage ranges shown.

REGIONAL SOLICITATION FUNDING AWARD MINIMUMS AND MAXIMUMS

Modal Categories	Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Traffic Management Technologies (Roadway System Management)	$250,000	~~$7,000,000~~$3,500,000
	Spot Mobility and Safety	$1,000,000	$3,500,000
	Strategic Capacity (Roadway Expansion)	$1,000,000	~~$7,000.000~~$10,000.000
	Roadway Reconstruction/ Modernization	$1,000,000	$7,000,000
	Bridge Rehabilitation/Replacement	$1,000,000	$7,000,000
Transit and TDM Projects	Transit Expansion	$500,000	$7,000,000
	Transit Modernization	~~$100,000~~$500,000	$7,000,000
	Travel Demand Management (TDM)	~~$75,000~~$100,000	$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	$250,000	~~$5,500,000~~$4,000,000
	Pedestrian Facilities	$250,000	$1,000,000
	Safe Routes to School (Infrastructure)	$250,000	$1,000,000

ATTACHMENT 1: DRAFT CRITERIA WEIGHTING

Criteria	Traffic Mgmt Tech.	Spot Mobility	Strategic Capacity	Roadway Reconst/ Modern.	Roadway Bridges	Transit Exp.	Transit Modern.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	16%	16%	~~16~~19%	~~15~~10%	18%	9%	9%	18%	18%	14%	--
Usage	11%	--	16%	16%	12%	32%	30%	9%	18%	14%	23%
Safety	18%	25%	14%	~~14~~16%	--	--	--	--	23%	27%	23%
Congestion /Air Quality	18%	25%	14%	7%	--	18%	5%	27%	--	--	--
Infrastructure Age	7%	--	~~7~~4%	~~14~~16%	36%	--	--	--	--	--	--
Equity and Housing Performance	9%	9%	9%	9%	9%	18%	16%	14%	11%	11%	11%
Multimodal Facilities	5%	9%	9%	~~9~~10%	9%	9%	9%	--	9%	14%	--
Risk Assessment	7%	7%	7%	7%	7%	5%	5%	5%	12%	12%	12%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	23%
Transit Improvements	--	--	--	--	--	--	18%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	18%	--	--	--
Cost Effectiveness	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
TOTAL POINTS	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**

ATTACHMENT 2: ROADWAY MEASURES

Criteria and Measures	System Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
Role in the Regional Transportation System and Economy	**175**	**175**	**210**	**~~170~~105**	**195**
Measure A - Distance to the nearest parallel bridge					100
~~Measure A – Relieves a congested parallel roadway~~			~~40~~		
Measure A – Congestion within Project Area, Level of Adjacent Congestion, or Principal Arterial Intersection Conversion Study Priorities		100	80		
Measure A – Functional Classification of project	50				
Measure B – Connection to Total Jobs, Manu/Dist Jobs, and Post-Secondary Students.			~~40~~50	~~40~~65	30
Measure B – Integration within existing traffic management systems	50				
Measure C – Highway Truck Corridor Tiers	50	75	~~65~~80	~~65~~40	65
Measure D – Coordination with other agencies	25				
~~Measure D – Principal Arterial Intersection Conversion Study Priorities~~			~~65~~	~~65~~	
Usage	**125**		**175**	**175**	**130**
Measure A – Current daily person throughput	85		110	110	100
Measure B – Forecast 2040 average daily traffic volume	40		65	65	30
Equity and Housing Performance	**100**	**100**	**100**	**100**	**100**
Measure A – Connection to disadvantaged pop and benefits, impacts, mitigation	~~30~~50	50	~~30~~50	~~30~~50	~~30~~50
Measure B – Housing Performance Score	~~70~~50	50	~~70~~50	~~70~~50	~~70~~50
Infrastructure Age/Condition	**75**		**40**	**~~150~~175**	**400**
Measure A – Date of construction			40	50	
Measure A –Upgrades to obsolete equipment	75				
Measure B – Geometric, structural, or infrastructure deficiencies				~~100~~125	
Measure A – Bridge Sufficiency Rating					300
Measure B – Load-Posting					100
Congestion Reduction/Air Quality	**200**	**275**	**150**	**80**	
Measure A – Vehicle delay reduced		200	100	50	
Measure A – Congested roadway (V/C Ratio)	150				
Measure B – Kg of emissions reduced		75	50	30	
Measure B – Emissions and congestion benefits of project	50				
Safety	**200**	**275**	**150**	**~~150~~180**	
Measure A – Crashes reduced	50	225	~~150~~120	150	

Measure B – Safety issues in project area	150				
Measure B – Pedestrian Crash Reduction (Proactive)		30	30	30	
Multimodal Elements and Existing Connections	**50**	**100**	**100**	**~~100~~110**	**100**
Measure A - Transit, bicycle, pedestrian, elements and connections	50	100	100	~~100~~110	100
Risk Assessment	**75**	**75**	**75**	**75**	**75**
Measure A - Risk Assessment Form	75	75	75	75	75
Cost Effectiveness	**100**	**100**	**100**	**100**	**100**
Measure A - Cost effectiveness (total points awarded/total project cost)	100	100	100	100	100
Total	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**

ATTACHMENT 3: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
Role in the Regional Transportation System and Economy	**100**	**100**
Measure A – Connection to Jobs and Educational Institutions	50	50
Measure B – Average number of weekday transit trips connected to the project	50	50
Usage	**350**	**325**
Measure A – Existing Riders		325
Measure A – New Annual Riders	350	
Equity and Housing Performance	**200**	**175**
Measure A – Connection to disadvantaged populations and project's benefits, impacts, and mitigation	~~130~~150	~~105~~125
Measure B – Housing Performance Score	~~70~~50	~~70~~50
Emissions Reduction	**200**	**50**
Measure A – Total emissions reduced	200	50
Multimodal Elements and Existing Connections	**100**	**100**
Measure A – Bicycle and pedestrian elements of the project and connections	100	100
Risk Assessment	**50**	**50**
Measure A – Risk Assessment Form	50	50
Service and Customer Improvements		**200**
Measure A – Project improvement for transit users		200
Cost Effectiveness	**100**	**100**
Measure A – Cost effectiveness (total points awarded/total annual project cost)	100	100
Total	**1,100**	**1,100**

ATTACHMENT 4: TDM MEASURES

Criteria and Measures	Points
1. Role in the Regional Transportation System and Economy	**200**
Measure A – Ability to capitalize on existing regional transportation facilities and resources	200
2. Usage	**100**
Measure A – Users	100
3. Equity and Housing Performance	**150**
Measure A - Project's benefits, impacts, and mitigation to disadvantaged populations	~~80~~100
Measure B - Housing Performance Score	~~70~~50
4. Congestion Reduction/Air Quality	**300**
Measure A - Congested roadways in project area	150
Measure B - Emissions reduced	150
5. Innovation	**200**
Measure A - Project innovations and geographic expansion	200
6. Risk Assessment	**50**
Measure A - Technical capacity of applicant's organization	25
Measure B - Continuation of project after initial federal funds are expended	25
Sub-Total	**1,000**
7. Cost Effectiveness	**100**
Measure A – Cost effectiveness (total project cost/total points awarded)	100
Total	1,100

ATTACHMENT 5: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
Role in the Regional Transportation System and Economy	**200**	**150**	~~250~~
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200		
Measure A – Connection to Jobs and Educational Institutions		150	
~~Measure A – Describe how project addresses 5 Es* of SRTS program~~			~~250~~
Potential Usage	**200**	**150**	**250**
Measure A –Existing population and employment within 1 mile	~~150~~200		
Measure A –Existing population within ½ mile		150	
Measure A - Average share of student population that bikes, walks, or uses public transit			170
~~Measure B – Snow and Ice Control~~	~~50~~		
Measure B - Student population within school's walkshed			80
Equity and Housing Performance	**120**	**120**	**120**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	~~50~~70	~~50~~70	~~50~~70
Measure B - Housing Performance Score	~~70~~50	~~70~~50	~~70~~50
Deficiencies and Safety	**250**	**300**	**250**
Measure A – Barriers overcome or gaps filled	100	120	100
Measure B - Deficiencies corrected or safety problem addressed	150	180	150
Multimodal Facilities and Existing Connections	**100**	**150**	
Measure C - Transit or pedestrian elements of the project and existing connections	100	150	
Risk Assessment/Public Engagement	**130**	**130**	**130**
Measure A - Risk Assessment Form	130	130	85
Measure A – Public Engagement			45
Relationship between Safe Routes to School Program Elements			**250**
Measure A – Describe how project addresses 5 Es* of SRTS Program			150
Measure B – Completion of Safe Routs to School Plan			100
Sub-Total	**1,000**	**1,000**	**1,000**
Cost Effectiveness	**100**	**100**	**100**
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
Total	**1,100**	**1,100**	**1,100**