ACTION TRANSMITTAL 2014-60

DATE:	August 15, 2014
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Heidi Schallberg, Senior Planner (651-602-1721)
SUBJECT:	Regional Solicitation for 2017-2019 Funds
REQUESTED ACTION:	Approve and release the Regional Solicitation for 2017-2019 Federal Funding
RECOMMENDED MOTION:	Recommend that the Transportation Advisory Board approve the attached application and evaluation criteria for the 2017-2019 Regional Solicitation and release the solicitation

BACKGROUND AND PURPOSE OF ACTION: This Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The Twin Cities Metropolitan Area selects projects for funding from three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP).

Over the past 18 months, the Metropolitan Council completed an extensive evaluation of the Regional Solicitation. Upon completion of the evaluation recommendations, technical modal work groups developed measures for the criteria in partnership with the consultant team, the Steering Committee, the Project Management Team, and the TAC and TAB committees. The attached materials include the 10 applications and criteria for the redesigned Regional Solicitation.

Approximately $150 million is expected to be available for 2018 and 2019 in this solicitation for the three modal categories. In addition, approximately $11 million is available for 2017, which includes approximately $4 million in CMAQ funds for roadway system management projects and $7 million in STP funds for roadway projects. Solicitations were previously conducted for other 2017 funds for the Transportation Alternatives Program and for transit capital projects funded by the Congestion Mitigation Air Quality program. In May 2014, TAB approved including this remaining funding for 2017 in the next full regional solicitation.

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

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	
Metropolitan Council	Concurrence	

Regional Solicitation Applications - Draft Percent Weighting of Points

8/13/2014

CRITERIA	Roadway Expansion		Roadway Reconst/ Modernization		Roadway System Management		Roadway Bridges		Transit Expansion		Transit Modernization		Travel Demand Management		Multiuse Trails & Bicycle Facilities		Pedestrian Facilities		Safe Routes to School	
	WG	SC	WG	SC	WG	SC	WG	SC	WG	SC	WG	SC	WG	SC	WG	SC	WG	SC	WG	SC
Role in the Regional Transportation System	20	***17.5***	20	***17.5***	15	***12.5***	15	***12.5***	10	10	10	10	10	10	20	20	10	10	--	--
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	25	25
Usage	20	***17.5***	20	***17.5***	15	***12.5***	15	***12.5***	35	35	30	30	10	10	20	20	20	20	20	20
Equity and Housing Performance	5	***10***	5	***10***	5	***10***	5	***10***	20	20	15	15	15	15	10	***12***	10	***12***	10	***12***
Congestion/Air Quality	15	15	7.5	7.5	20	20	--	--	20	20	10	10	40	40	--	--	--	--	--	--
Multimodal Facilities	10	10	10	10	10	10	10	10	10	10	10	10	--	--	10	10	15	15	5	5
Risk Assessment	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	5	5	10	10	5	5	15	***13***	15	***13***	15	***13***
Infrastructure Age	7.5	7.5	15	15	7.5	7.5	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Safety	15	15	15	15	20	20	--	--	--	--	--	--	--	--	25	25	30	30	25	25
Infrastructure Age/Safety	--	--	--	--	--	--	40	40	--	--	--	--	--	--	--	--	--	--	--	--
Total Cost Effectiveness	--	--	--	--	--	--	7.5	7.5	--	--	--	--	--	--	--	--	--	--	--	--
Service & Customer Improvements	--	--	--	--	--	--	--	--	--	--	15	15	--	--	--	--	--	--	--	--
Innovation	--	--	--	--	--	--	--	--	--	--	--	--	20	20	--	--	--	--	--	--
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Note: Gray columns (WG) indicate the weights recommended by the three modal Working Groups. White columns (SC) are recommendations from the Steering Committee. Percentages in SC columns shown in red are changes to the Working Group recommendations proposed by the Metropolitan Council/Metropolitan Council staff and approved by the Steering Committee.

Regional Solicitation Application

Draft updated July 30, 2014.

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

For questions contact (Elaine Koutsoukos) at (elaine.koutsoukos@metc.state.mn)

I. GENERAL INFORMATION

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

II. PROJECT INFORMATION

7. PROJECT NAME:

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

Roadways Including Multimodal Elements

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

Bicycle and Pedestrian Facilities

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

Transit and Travel Demand Management (TDM) Projects

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

9. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. – limit to 400 words):

10. PROJECT LENGTH (in miles):

11. CONNECTION TO LOCAL PLANNING (Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by 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):

III. PROJECT FUNDING

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

IV. REQUIRED ATTACHMENTS

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

17. MAPS:

- A base map or aerial photograph/map of the project limits. Applicants may include more than one map if the project affects multiple modes.
- A map or concept drawing of the proposed improvements that shows the roadway geometry and any bicycle, pedestrian, and transit components upon completion of the project.
- **For Multiuse Trails and Bicycle Facilities, Pedestrian Facilities, Safe Routes to School, Transit Expansion, Transit Modernization, and Travel Demand Management projects only:** A 2030 Land Use Map(s) for all cities included within the project limits with traffic analysis zones (TAZs) identified.
- **For Roadway Expansion, Roadway Reconstruction/Modernization, and Roadway System Management projects only:** The Synchro/HCM emission reduction report supporting the project's improvement in total peak hour emissions.
- **For Roadway Expansion (excluding Relievers), Roadway Reconstruction/Modernization (excluding Relievers), Roadway System Management, and Bridge projects only:** A base map or aerial photograph/map of the project limits and the closest parallel Principal Arterials or "A" Minor Arterials on both sides of the project. The map must also illustrate the average distance between the project and these parallel routes.
- **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.

18. COORDINATION

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

19. OTHER

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

Project Information Form – Bicycle and Pedestrian Facilities

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

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

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From:_____

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

PRIMARY TYPES OF WORK _____

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

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

Project Information Form – Roadways Including Multimodal Elements

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

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

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

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

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

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From:_____

To:_____
(DO NOT INCLUDE LEGAL DESCRIPTION)

PRIMARY TYPES OF WORK _____

_____

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE /CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

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

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

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

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From:_____

To:_____
(DO NOT INCLUDE LEGAL DESCRIPTION)

PRIMARY TYPES OF WORK _____

_____

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

Estimate of Construction Costs

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

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

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

Risk Assessment

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects, transit vehicle purchases, or travel demand management (TDM) projects.

1) Project Scope (5 Percent of Points)

100% ☐ Meetings or contacts with stakeholders have occurred
40% ☐ Stakeholders have been identified
0% ☐ Stakeholders have not been identified or contacted

2) Layout or Preliminary Plan (5 Percent of Points)

100% ☐ Layout or Preliminary Plan completed
50% ☐ Layout or Preliminary Plan started
0% ☐ Layout or Preliminary Plan has not been started

Anticipated date or date of completion: _____

3) Environmental Documentation (10 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
0% ☐ Document not started

Anticipated date or date of completion/approval: _____

4) Review of Section 106 Historic Resources (15 Percent of Points)

100% ☐ No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge
80% ☐ Historic/archeological review under way; determination of "no historic properties affected" or "no adverse effect" anticipated
40% ☐ Historic/archeological review under way; determination of "adverse effect" anticipated
0% ☐ Unknown impacts to historic/archaeological resources

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 (15 Percent of Points)

100% ☐ No Section 4f/6f resources located in the project area (4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

100% ☐ Adverse effects (land conversion) to Section 4f/6f resources likely; letter of support received (potential option for bicycle and pedestrian facility applications only)

80% ☐ Section 4f resources present within the project area, but no known adverse effects

30% ☐ Adverse effects (land conversion) to Section 4f/6f resources likely

0% ☐ Unknown impacts to Section 4f/6f resources in the project area

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

100% ☐ Right-of-way or easements not required

100% ☐ Right-of-way or easements has/have been acquired

75% ☐ Right-of-way or easements required, offers made

50% ☐ Right-of-way or easements required, appraisals made

25% ☐ Right-of-way or easements required, parcels identified

0% ☐ Right-of-way or easements required, parcels not identified

0% ☐ Right-of-way or easements identification has not been completed

Anticipated date or date of acquisition _____

7) Railroad Involvement (25 Percent of Points)

100% ☐ No railroad involvement on project

100% ☐ Railroad Right-of-Way Agreement is executed (include signature page)

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

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

0% ☐ Railroad Right-of-Way Agreement required; negotiations not begun

Anticipated date or date of executed Agreement _____

8) 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: _____

9) Letting

Anticipated Letting Date: _____

Requirements (Draft)

Updated August 6, 2014

The applicant must show that the project meets all of the requirements to be eligible to be scored and ranked against other projects. All 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. (**provide link**)

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

All Projects

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

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

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

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

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

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

4. 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: 2014 Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	2014 Regional Solicitation		
	Sub-Categories	Minimum Award	Maximum Award
Roadways Including Multimodal Elements	Roadway Expansion	$1,000,000	$7,000,000
	Roadway Reconstruction/ Modernization	$1,000,000	$7,000,000
	Roadway System Management	$250,000	$7,000,000
	Bridges	$1,000,000	$7,000,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	$125,000	$5,500,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	$125,000	$1,000,000
	Safe Routes to School	$125,000	$1,000,000
Transit and TDM Projects	Transit Expansion	$500,000	$7,000,000
	Travel Demand Management (TDM)	$75,000	$300,000
	Transit System Modernization	$100,000	$7,000,000

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

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

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

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

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

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

8. 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.

9. 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.

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

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

2. **Expansion and Reconstruction/Modernization projects only:** The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

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

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

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

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

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

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

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

6. **Bridge projects only:** The bridge must carry highway 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 sub-categories. Rail-only bridges are ineligible for funding.

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

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

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

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

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

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

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

10. **For bridge replacement projects only**: The bridge must have a sufficiency rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

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

11. **For bridge rehabilitation projects only**: The bridge must have a sufficiency rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

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

Bicycle and Pedestrian Facilities Projects Only

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

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

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

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

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

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

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

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

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

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

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

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

7. **Safe Routes to School projects only:** The applicant must have a Safe Routes to School plan established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

    ☐ Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Transit and Travel Demand Management (TDM) Projects Only

1. The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or pool-and-ride lots).

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

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

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

3. **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 funding period.

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

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

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

Roadway Expansion – Draft Prioritizing Criteria and Measures

Updated August 7, 2014

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

For new roadway alignments, the applicant must conduct a corridor analysis comparing the parallel route(s) that will be affected by the project. Where applicable, the measure responses for the new alignment would be addressed by using the data for the parallel route(s), such as traffic volumes, crashes, etc. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (175 Points; 17.5 Percent of Total Points)

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

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

Reliever:

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

RESPONSE (Calculation):

Expander:

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

RESPONSE (Calculation):

Augmentor:

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

RESPONSE (Calculation):

Non-Freeway Principal Arterial:

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

RESPONSE (Calculation):

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (65 Points)

RESPONSE:

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

C. *MEASURE:* Identify the location of the project and how it provides connections to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers. (**provide link**) If the project provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (20 Points)

RESPONSE (Select all that apply):

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

RESPONSE (county or city plan reference; 100 words or less):

2. Usage (175 Points; 17.5 Percent of Total Points) – This criterion quantifies the project's potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial.

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

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

RESPONSE (Completed by Metropolitan Council staff):

- Location:_____
- Current AADT volume:_____

B. *MEASURE:* Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (65 Points)

RESPONSE (Completed by Metropolitan Council staff):

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

OR

RESPONSE:

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

3. Equity and Housing Performance (100 Points; 10 Percent of Total Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points) (**provide link**)

RESPONSE (Select one):

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 30 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 18 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or children, people with disabilities, or the elderly are included in the project area: ☐ (0 to 12 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points) (**provide link**)

RESPONSE (Completed by Metropolitan Council staff):

4. Infrastructure Age (75 Points; 7.5 Percent of Total Points) – This criterion will assess the age and remaining useful life for the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility. Whereas, improvements to a recently reconstructed roadway does not display an efficient use of funds.

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

RESPONSE:

- Date of original roadway construction or most recent reconstruction (year) : _____

5. Congestion Reduction/Air Quality (150 Points; 15 Percent of Total Points) – This criterion measures the project's ability to reduce delay along the roadway facility. It will also address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. This criterion will assess the project's cost effectiveness based on the total project cost and reduction in the total peak hour intersection delay. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

A. *MEASURE:* Conduct a capacity analysis at the most congested signalized or roundabout intersection on the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour intersection delay and the reduction in total peak hour intersection delay in seconds due to the project. (100 Points)

   The applicant should include the appropriate Synchro or HCM reports 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

   The applicant must then calculate the cost per total peak hour vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

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

   RESPONSE (Calculation):

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 must then calculate the cost per total peak hour kilograms reduced by the project improvement. The applicant should include the appropriate Synchro or HCM reports that support the improvement in total peak hour emissions. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding. (50 Points)

   - Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project

   RESPONSE (Calculation):

6. Safety (150 Points; 15 Percent of Total 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 Benefit/Cost ratio.

A. *MEASURE:* Calculate the reduction in the total number of crashes due to improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP) (**provide link**). 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 2011 through 2013. 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 provide the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting ratio associated with the project improvement. The cost effectiveness calculation (B/C) must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

   RESPONSE (Calculation):

   - Project Benefit/Cost ratio : _____

7. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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. 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.

Multimodal Connections (50 Points)

Transit Connections

A. *MEASURE:* List the transit routes directly connected to the project. Potential connections include transitway stations, high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**).

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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (List route numbers):

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

Bicycle and Pedestrian Connections

B. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle or pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

C. *MEASURE:* 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. Also, describe the existing bicycle, pedestrian, and transit accommodations. 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. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).

RESPONSE (200 words or less):

8. Risk Assessment (75 Points; 7.5 Percent of Total Points) – This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

TOTAL: 1,000 POINTS

Roadway Reconstruction/Modernization – Draft Prioritizing Criteria and Measures

Updated August 7, 2014

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

1. Role in the Regional Transportation System and Economy (175 Points; 17.5 Percent of Total Points) –

This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, serves heavy commercial traffic, and connects to regional centers of jobs and activity.

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

Reliever:

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

RESPONSE (Calculation):

Expander:

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

RESPONSE (Calculation):

Connector:

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

RESPONSE (Calculation):

Augmentor:

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

RESPONSE (Calculation):

Non-Freeway Principal Arterial:

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

RESPONSE (Calculation):

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (65 Points)

RESPONSE:

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

C. *MEASURE:* Identify the location of the project and how it provides connections to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (**provide link**). If the project provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (20 Points)

RESPONSE (Select all that apply):

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

RESPONSE (county or city plan reference; 100 words or less):

2. Usage (175 Points; 17.5 Percent of Total Points) – This criterion quantifies the project's potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial.

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

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

RESPONSE (Completed by Metropolitan Council staff):

- Location:_____
- Current AADT volume:_____

B. *MEASURE:* Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (65 Points)

RESPONSE (Completed by Metropolitan Council staff):

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

OR

RESPONSE:

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

3. Equity and Housing Performance (100 Points; 10 Percent of Total Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points) (**provide link**)

RESPONSE (Select one):

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 30 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 18 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or children, people with disabilities, or the elderly are included in the project area: ☐ (0 to 12 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points) (**provide link**)

RESPONSE (Completed by Metropolitan Council staff):

4. Infrastructure Age/Condition (150 Points; 15 Percent of Total Points) – This criterion will assess the age and remaining useful life for the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility. Whereas, improvements to a recently reconstructed roadway does not display an efficient use of funds.

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

RESPONSE:

- Date of original roadway construction or most recent reconstruction (year) : _____

B. *MEASURE:* List or describe any known geometric, structural, or infrastructure deficiencies that will be improved as part of this project, as reflected in the project cost estimate. These could include underground, above ground, or other innovative improvements. Examples include, but are not limited to, adding new or replacing aged municipal utilities; addressing a known flooding problem or replacing an aged drainage system; improving roadway structural capacity to 10-ton limit; adding new or widening existing shoulders to enhance safety; and improving clear zone or sight lines at key locations. (100 Points)

RESPONSE (200 words or less):

5. Congestion Reduction/Air Quality (75 Points; 7.5 Percent of Total Points) – This criterion measures the project's ability to reduce delay along the roadway facility. It will also address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. This criterion will assess the project's cost effectiveness based on the total project cost and reduction in the total intersection delay. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

A. *MEASURE:* Conduct a capacity analysis at the most congested signalized or roundabout intersection on 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 analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour intersection delay and the reduction in total peak hour intersection delay in seconds due to the project. (50 Points)

   The applicant should include the appropriate Synchro or HCM reports 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

   The applicant must then calculate the cost per total peak hour vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

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

   RESPONSE (Calculation):

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 must then calculate the cost per total peak hour kilograms reduced by the project improvement. The applicant should include the appropriate Synchro or HCM reports that support the improvement in total peak hour emissions. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding. (25 Points)

   - Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project

   RESPONSE (Calculation):

6. Safety (150 Points; 15 Percent of Total 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 Benefit/Cost ratio.

A. *MEASURE:* Calculate the reduction in the total number of crashes due to improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP) (**provide link**). 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 2011 through 2013. 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 provide the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting ratio associated with the project improvement. The cost effectiveness calculation (B/C) must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

   RESPONSE (Calculation):

   - Project Benefit/Cost ratio : _____

7. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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. 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.

Multimodal Connections (50 Points)

Transit Connections

A. *MEASURE:* List the transit routes directly connected to the project. Potential connections include transitway stations, high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**).

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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (List route numbers):

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

Bicycle and Pedestrian Connections

B. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle or pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

C. *MEASURE:* 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. Also, describe the existing bicycle, pedestrian, and transit accommodations. 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. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).

RESPONSE (200 words or less):

8. Risk Assessment (75 Points; 7.5 Percent of Points) – This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

TOTAL: 1,000 POINTS

Roadway System Management – Draft Prioritizing Criteria and Measures

Updated August 7, 2014

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

1. Role in the Regional Transportation System and Economy (125 Points; 12.5 Percent of Total Points) –

This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on its functional classification role, how it serves heavy commercial traffic and connects to regional centers of jobs and activity.

A. *MEASURE:* Address how the project route fulfills its role in the regional economy as identified by its current functional classification. If the project serves a system of routes, respond using the route with the highest functional classification. This system must include a Non-Freeway Principal Arterial or an "A" Minor Arterial. (65 Points)

Non-Freeway Principal Arterial or "A" Minor Arterial:

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

RESPONSE (Calculation):

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (40 Points)

RESPONSE:

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

C. *MEASURE:* Identify the location of the project or system of routes and how it provides connections to the Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040 (**provide link**), as well as local activity centers. If the project or system of routes provides a connection to a local activity center, describe the adopted county or city plan identifying this area. (20 Points)

RESPONSE (Select all that apply):

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

RESPONSE (county or city plan reference; 100 words or less):

2. Usage (125 Points; 12.5 Percent of Total Points) – This criterion quantifies the project's potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements.

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

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

RESPONSE (Completed by Metropolitan Council staff):

- Location:_____
- Current AADT volume:_____

B. *MEASURE:* Provide the forecast (2030) average daily traffic volume at the same location along the "A" Minor Arterial or Non-Freeway Principal Arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (40 Points)

RESPONSE (Completed by Metropolitan Council staff):

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

OR

RESPONSE:

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

RESPONSE (Completed by Metropolitan Council staff):

3. Equity and Housing Performance (100 Points; 10 Percent of Total Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points) (**provide link**)

RESPONSE (Select one):

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 30 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 18 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or children, people with disabilities, or the elderly are included in the project area: ☐ (0 to 12 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points) (**provide link**)

RESPONSE (Completed by Metropolitan Council staff):

4. Infrastructure Age/Condition (75 Points; 7.5 Percent of Total Points) – This criterion will assess the age and remaining useful life for the infrastructure elements being improved. Roadway system management investments should focus on improving and replacing existing equipment that is beyond its useful life.

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

RESPONSE:

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

5. Congestion Reduction/Air Quality (200 Points; 20 Percent of Total Points) – This criterion measures the project's ability to reduce congestion. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. The project will also be measured based on its ability to reduce emissions in a cost-effective manner.

A. *MEASURE:* Conduct a capacity analysis at the most congested signalized or roundabout intersection on 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 analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour intersection delay and the reduction in total peak hour intersection delay in seconds due to the project. (150 Points)

   The applicant should include the appropriate Synchro or HCM reports 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

   The applicant must then calculate the cost per total peak hour vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

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

   RESPONSE (Calculation):

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 must then calculate the cost per total peak hour kilograms reduced by the project improvement. The applicant should include the appropriate Synchro or HCM reports that support the improvement in total peak hour emissions. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding. (50 Points)

   - Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project

   RESPONSE (Calculation):

6. Safety (200 Points; 20 Percent of Total 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 Benefit/Cost ratio.

A. *MEASURE:* Calculate the reduction in the total number of crashes due to improvements on the "A" Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the Highway Safety Improvement Program (HSIP) (**provide link**). 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 2011 through 2013. 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 provide the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting ratio associated with the project improvement. The cost effectiveness calculation (B/C) must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

   RESPONSE (Calculation):

   - Project Benefit/Cost ratio : _____

7. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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. 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.

Multimodal Connections (50 Points)

Transit Connections

A. *MEASURE:* List the transit routes directly connected to the project. Potential connections include transitway stations, high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**).

RESPONSE (List route numbers):

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

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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

Bicycle and Pedestrian Connections

B. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle or pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

C. *MEASURE:* 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. Also, describe the existing bicycle, pedestrian, and transit accommodations. 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. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).

RESPONSE (200 words or less):

8. Risk Assessment (75 Points; 7.5 Percent of Total Points) – This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

TOTAL: 1,000 POINTS

Bridges – Draft Prioritizing Criteria and Measures

Updated August 7, 2014

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

1. Role in the Regional Transportation System and Economy (125 Points; 12.5 Percent of Total Points) – This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on its functional classification role, how it serves heavy commercial traffic and connects to regional centers of jobs and activity.

A. *MEASURE:* Address how the project route fulfills its role in the regional economy as identified by its current functional classification. (65 Points)

Non-Freeway Principal Arterial or "A" Minor Arterial:

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

RESPONSE (Calculation):

B. *MEASURE:* Provide the current daily heavy commercial traffic at one location on the "A" Minor Arterial or Non-Freeway Principal Arterial bridge. It is required that actual counts are collected. (40 Points)

RESPONSE:

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

C. *MEASURE:* Identify the location of the project and how it provides connections to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (**provide link**). If the project provides a connection to a local activity center, describe the adopted county or city plan identifying this area. (20 Points)

RESPONSE (Select all that apply):

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

RESPONSE (county or city plan reference; 100 words or less):

2. Usage (125 Points; 12.5 Percent of Total 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. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (95 Points)

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

RESPONSE (Completed by Metropolitan Council staff):

- Location:_____
- Current AADT volume:_____

B. *MEASURE:* Provide the forecast (2030) 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 (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (30 Points)

RESPONSE (Completed by Metropolitan Council staff):

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

OR

RESPONSE:

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

3. Equity and Housing Performance (100 Points; 10 Percent of Total Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points) (**provide link**)

RESPONSE (Select one):

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 30 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 18 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or children, people with disabilities, or the elderly are included in the project area: ☐ (0 to 12 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points) (**provide link**)

RESPONSE (Completed by Metropolitan Council staff):

4. Infrastructure Age/Condition/Safety (400 Points; 40 Percent of Total Points) – This criterion will assess the age and condition of the bridge facility being improved. Bridge improvement investments should focus on the higher needs of an aging and unsafe facility. In addition, it addresses the project's ability to correct design deficiencies and improve the overall safety of the bridge facility.

A. *MEASURE:* Identify the bridge sufficiency rating, and select the classification and if the structure is posted for load restrictions. (300 Points)

RESPONSE:

- Bridge Sufficiency Rating: ____ (0 to 100)

AND

RESPONSE (Select all that apply):

- Structurally Deficient: ☐
- Load-Posted: ☐

B. *MEASURE:* Describe the design and safety deficiencies improved by the proposed project. (100 Points)

RESPONSE (200 words or less):

5. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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. 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.

Multimodal Connections (50 Points)

Transit Connections

A. *MEASURE:* List the transit routes directly connected to the project. Potential connections include transitway stations, high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**).

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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (List route numbers):

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

Bicycle and Pedestrian Connections

B. *MEASURE:* Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle or pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

C. *MEASURE:* 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. Also, describe the existing bicycle, pedestrian, and transit accommodations. 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. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).

RESPONSE (200 words or less):

6. Risk Assessment (75 Points; 7.5 Percent of Total Points) – This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

7. Total Project Cost Effectiveness (75 Points; 7.5 Percent of Total Points) – This criterion will assess the project's cost effectiveness based on the total project cost and total points awarded in the previous criteria. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

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

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

RESPONSE (Calculation):

TOTAL: 1,000 POINTS

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

Updated August 7, 2014

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

1. Role in the Regional Transportation System and Economy (200 Points; 20 Percent of Total Points) - This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy through its inclusion within or direct connection to the Regional Bicycle Transportation Network (RBTN), which is based on the Twin Cities Regional Bicycle System Study (2014). (**provide link to TPP**)

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

RESPONSE (Select one):

- Tier 1, Priority RBTN Corridor: ☐ (200 Points)
- Tier 2, RBTN Corridor: ☐ (160 Points)
- Direct connection to the RBTN (Tier 1 or Tier 2): ☐ (120 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 or city plan: ☐ (20 Points)

2. Usage (200 Points; 20 Percent of Total Points) - This criterion quantifies the project's potential impact to existing population and employment. Metropolitan Council staff will calculate the cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost from previous sections.

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

- Cost Effectiveness = Total project cost/existing population within one mile of the project (100 Points)
- Cost Effectiveness = Total project cost/existing employment within one mile of the project (100 Points)

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

RESPONSE (Completed by Metropolitan Council staff):

3. Equity and Housing Performance (120 Points; 12 Percent of Total Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points) (**provide link**)

RESPONSE (Select one):

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 50 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 31 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or children, people with disabilities, or the elderly are included in the project area: ☐ (0 to 19 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points) (**provide link**)

RESPONSE (Completed by Metropolitan Council staff):

4. Deficiencies and Safety (250 Points; 25 Percent of Total Points) – This criterion addresses the project's ability to overcome barriers or system gaps through completion of a Critical Bicycle Transportation Link, as defined in the Twin Cities Regional Bicycle System Study (2014) (**provide link to TPP**). **Critical Bicycle Transportation Links** encompass several types of barriers that can disrupt the connectivity of the bicycle network and isolate communities and key destinations. Projects will also be scored on their ability to correct deficiencies and improve the overall safety of an existing or future multiuse trail or bicycle facility.

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

A. *MEASURE:* Select the type of Critical Bicycle Transportation Link(s) completed by the project and discuss how the project will close a gap, cross or circumvent a physical barrier (i.e., bridge or tunnel), and/or improve continuity or connections between jurisdictions. The applicant should include barriers and gap improvements on the required project map. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed limit, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided, including the presence or absence of bicycle facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

RESPONSE (Check all that apply):

- **Closes a gap** (on or off the RBTN), including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists): ☐ (45 Points)

- **Provides a facility that crosses or circumvents a physical barrier** (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway: ☐ (45 Points)

- **Improves continuity and/or connections between jurisdictions** (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): ☐ (10 Points)

RESPONSE (200 words or less):

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 2009-2013. 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 (200 words or less):

5. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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.

Multimodal Connections (50 Points)

Transit Connections

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

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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (List route numbers):

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

Pedestrian Connections

B. *MEASURE:* Identify the pedestrian connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

C. *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. Also, describe the existing transit and pedestrian accommodations. Furthermore, address how the proposed bikeway project safely integrates all modes of transportation (i.e., bicyclists, transit, pedestrians, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project.

RESPONSE (200 words or less):

6. Risk Assessment (130 Points; 13 Percent of Total Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

RESPONSE (Complete Risk Assessment):

TOTAL: 1,000 POINTS

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

Updated August 7, 2014

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

1. Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Total Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as defined in ThriveMSP 2040, as well as existing local activity centers.

A. *MEASURE:* Identify the location of the project and how it provides connections to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as defined in ThriveMSP 2040 (**provide link**), as well as existing local activity centers. If the project provides a connection to a local activity center, reference the adopted county or city plan identifying this area.

RESPONSE (Select all that apply):

- Direct connection into, adjacent to, or within a Job Concentration: ☐ (100 Points)
- Direct connection into, adjacent to, or within a Manufacturing/Distribution Location:☐ (50 Points)
- Direct connection into, adjacent to, or within an Educational Institution:☐ (100 Points)
- Project provides a direct connection into, adjacent to, or within an existing local activity center identified in an adopted county or city plan: ☐ (50 Points)

RESPONSE (City or county plan reference; 100 words or less):

2. Usage (200 Points; 20 Percent of Total Points) - This criterion quantifies the project's potential impact to existing population employment. Metropolitan Council staff will calculate the cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost from previous sections.

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

- Cost Effectiveness = Total project cost/existing population within a half-mile of the proposed pedestrian facility (100 Points)
- Cost Effectiveness = Total project cost/existing employment within a half-mile of the proposed pedestrian facility (100 Points)

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

RESPONSE (Completed by Metropolitan Council staff):

3. Equity and Housing Performance (120 Points; 12 Percent of Total Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points) (**provide link**)

RESPONSE (Select one):

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 50 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 31 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or children, people with disabilities, or the elderly are included in the project area: ☐ (0 to 19 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points) (**provide links**)

RESPONSE (Completed by Metropolitan Council staff):

4. Deficiencies and Safety (300 Points; 30 Percent of Total Points) – This criterion addresses the project's ability to improve the overall safety of an existing or future pedestrian facility. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

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

A. *MEASURE:* Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian network. The applicant should include barriers and gap improvements on the required project map. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided, including the presence or absence of pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (120 Points)

   RESPONSE (200 words or less):

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 2009-2013. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. (180 Points)

   RESPONSE (200 words or less):

5. Multimodal Facilities and Connections (150 Points; 15 Percent of Total 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.

Multimodal Connections (50 Points)

Transit Connections

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

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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (List route numbers):

- Existing routes directly connected to the project: ___
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: _____
- Existing routes indirectly connected within a half-mile of the project: ___
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected within a half-mile of the project: ___

RESPONSE (200 words or less):

Bicycle Connections

B. *MEASURE:* Identify the bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing bikeway identified in an adopted county or city plan or study. Applicants should also discuss any bikeway connections that will be constructed before the completion of the proposed project, or planned future connections. If the bikeway connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

C. *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. Also, describe the existing transit and bicycle accommodations. Furthermore, address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why mode may not be incorporated into the project.

RESPONSE (200 words or less):

6. Risk Assessment (130 Points; 13 Percent of Total Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

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

RESPONSE (Complete Risk Assessment):

TOTAL: 1,000 POINTS

Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

Updated August 7, 2014

1. Relationship between Safe Routes to School Program Elements (250 Points; 25 Percent of Total Points)

- This criterion assesses the program's ability to integrate the Safe Routes to School Program Elements: Engineering, Education, Enforcement, Encouragement, and Evaluation. MnDOT Safe Routes to School guidance defines these elements as follows:

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

A. *MEASURE:* Describe how the 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.

RESPONSE (400 words or less):

2. Usage (200 Points; 20 Percent of Total Points) - This criterion quantifies the project's potential impact to existing population.

A. *MEASURE:* Average share of student population that currently bikes or walks to school, as identified on the Safe Routes to School student travel tally worksheet. As part of the required attachments, applicants should attach copies of all original travel tally documentation. (120 Points)

RESPONSE:

- Average share of student population:_____

B. *MEASURE:* Student population within a half-mile of the elementary school or one mile of the middle school or high school served by the project. (80 Points)

RESPONSE:

- Student population within a half-mile or mile of the school:_____

3. Equity and Housing Performance (120 Points; 12 Percent of Total Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, and people with disabilities. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; students; and people with disabilities. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points) (**provide link**)

RESPONSE (Select one):

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 50 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 31 Points)
- Project is not located in one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or children and people with disabilities: ☐ (0 to 19 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points) (**provide links**)

RESPONSE (Completed by Metropolitan Council staff):

4. Deficiencies and Safety (250 Points; 25 Percent of Total Points) - This criterion addresses the project's ability to improve the overall safety of the proposed project area. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

A. *MEASURE:* Discuss how the project will overcome barriers (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 barriers and gap improvements on the required project map in context with the existing bicycle or pedestrian network serving the school(s). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided, including the presence or absence of bicycle and pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

RESPONSE (200 words or less):

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 2009-2013. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. Qualitative data from parent surveys, other internal survey data, or stakeholder engagement supporting the safety/security improvements or deficiencies should also be addressed. (150 Points)

RESPONSE (200 words or less):

5. Multimodal Facilities (Transit) and Connections (50 Points; 5 Percent of Total Points) - This criterion measures how the project provides strong connections to fixed-route transit stops and stations.

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

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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (List route numbers):

- Existing routes directly connected to the project: (15 Points)
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project:(15 Points)
- Existing routes indirectly connected within a half-mile of the elementary school or one mile of a middle/high school: (10 Points)
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected within a half-mile of the elementary school or one mile of a middle/high school: (10 Points)

RESPONSE (200 words or less):

6. Public Engagement/Risk Assessment (130 Points; 13 Percent of Total Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

A. *MEASURE:* Describe the public engagement process that will be used to include partners and stakeholders (e.g., schools parents, law enforcement, road authorities, and other impacted community members) and build consensus during the development of the proposed project. The number and types of meetings to be held, notices or other notification distributed, stakeholder contacts, adoption of the SRTS plan by the community and school district, and any additional descriptive information should be included in the discussion of the engagement process. As part of the required attachments, copies of all parent survey results must also be attached to the application. The applicant should note if parent surveys were not collected as part of the SRTS planning process. (45 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.). (85 Points)

RESPONSE (Complete Risk Assessment):

TOTAL: 1,000 POINTS

Transit Expansion – Prioritizing Criteria and Measures

Updated August 8, 2014

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

1. Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Total Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions, as defined in ThriveMSP 2040, local activity centers, population centers, and the project's ability to provide regional transit system connections (measured through the annual transit ridership of connecting transit routes).

A. *MEASURE:* Identify the location of the project and how it provides connections to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions, as defined in ThriveMSP 2040 (**provide link**), as well as local activity centers. If the project provides a connection to a local activity center, reference the adopted county or city plan identifying this area. If the project includes construction of a park-and-ride facility, the eligible job concentrations, manufacturing/distribution centers, educational institutions, or local activity centers only include those directly connected by the transit routes exiting the facility. (33 Points)

RESPONSE (Select all that apply):

- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration: ☐ (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location: ☐ (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution:☐ (33 Points)
- Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan:☐ (20 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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (City or county plan reference; 100 words or less):

B. *MEASURE:* Identify existing population within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing population will be measured by summing the population located in the TAZ's that intersect the 1/4-mile or 1/2-mile buffers. (33 Points)

RESPONSE (Completed by Metropolitan Council staff):

C. *MEASURE:* List the transit routes directly connected to the planned project to help determine the annual transit ridership of these connecting routes. Potential connections include transitways stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**). (34 Points)

RESPONSE (List route numbers)

- Existing transit routes directly connected to the project: _____ (24 Points)
- Planned transitways (mode and alignment determined and identified in the 2030 TPP), directly connect to the project: _____ (10 Points)

2. Usage (350 Points; 35 Percent of Total Points) – This criterion quantifies the project's impact by estimating the annual transit ridership of the project to determine the overall cost-effectiveness per rider.

A. *MEASURE:* Calculate the cost effectiveness of the project per rider. Estimate the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. Total annual transit ridership will be used as an input to measure cost effectiveness. Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine total annual transit ridership. (105 Points)

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

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

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

- **Total annual operating and capital cost** _____

Express Routes

- Calculate the cost effectiveness of the project per total rider using the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant will use the ridership figures provided for an existing or planned facility.

RESPONSE (Calculation):

Transitways

- Calculate the cost effectiveness of the project per total rider using ridership estimates for the third year of service. Estimates will be based on forecast data (current year and 2030) for the transitway in 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Calculation):

Urban and Suburban Local Routes

- Calculate the cost effectiveness of the project per total rider using peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants will use the most recent annual ridership figures that are available. To select the peer routes, the applicant will identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project.

RESPONSE (Calculation and 200 words or less):

B. *MEASURE:* Calculate the cost effectiveness of the project per new rider. Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine new annual transit ridership. (175 Points)

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

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

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

- **Total annual operating and capital cost** _____

Express Routes

- Calculate the cost effectiveness of the project per new rider using the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant will use the ridership figures provided for an existing or planned facility.

RESPONSE (Calculation):

Transitways

- Calculate the cost effectiveness of the project per new rider using ridership estimates for the third year of service. Estimates will be based on forecast data (current year and 2030) for the transitway in 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Completed by Metropolitan Council staff):

Urban and Suburban Local Routes

- Calculate the cost effectiveness of the project per new rider using peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants will use the most recent annual ridership figures that are available. To select the peer routes, the applicant will identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Note that this measure requires preparing an estimate of new transit users previously unserved by transit and applicants must take into account that some ridership will be shifted from existing services. These shifting passengers do not count toward the estimate of new ridership.

RESPONSE (Calculation and 200 words or less):

C. *MEASURE:* Calculate the **Operating Cost Effectiveness** of the project. This measure is the new annual operating cost of the project per annual rider in the third year of service. Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine new annual transit ridership. (70 Points)

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

The new annual operating cost consists of the additional annual operating cost that will result from this project's implementation.

- **New annual operating cost** _____

Express Routes

- Calculate the cost effectiveness of the project per new rider using the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant will use the ridership figures provided for an existing or planned facility.

RESPONSE (Calculation):

Transitways

- Calculate the cost effectiveness of the project per new rider using ridership estimates for the third year of service. Estimates will be based on forecast data (current year and 2030) for the transitway in 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Completed by Metropolitan Council staff):

Urban and Suburban Local Routes

- Calculate the cost effectiveness of the project per new rider using peer routes that are currently in service to develop a ridership estimate in the third year of service. Applicants will use the most recent annual ridership figures that are available. To select the peer routes, the applicant will identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project.

RESPONSE (Calculation and 200 words or less):

3. Equity and Housing Performance (200 Points; 20 Percent of Total Points) -- This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

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

RESPONSE (Select one):

- Project's service directly connects to Racially Concentrated Area of Poverty: ☐ (0 to 130 Points)
- Project's service directly connects to Concentrated Area of Poverty: ☐ (0 to 104 Points)
- Project's service directly connects to census tracts that are above the regional average for population in poverty or population of color: ☐ (0 to 52 Points)
- Project's service does not directly connect to one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project service area in lower concentrations, or children, people with disabilities, or the elderly are included in the project service area: ☐ (0 to 37 Points)

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points) (**provide links**)

RESPONSE (Completed by Metropolitan Council staff):

4. Emissions Reduction (200 Points; 20 Percent of Total Points) – This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_2, $PM_{2.5}$, and VOC emissions.

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

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

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

A. *MEASURE:* Calculate how the project will reduce will reduce CO, NO_x, CO_2, $PM_{2.5}$, and/or VOC due to the reduction in SOV trips or the reduction in VMT. After the applicant has provided these inputs, Metropolitan Council staff will apply an emissions factor to the VMT and SOV trip reduction to determine the total reduced emissions. Applicants must use either the total emissions output from the daily SOV trip reduction calculation or the daily VMT reduction calculation, depending which one produces a project a greater emissions reduction. (133 Points)

RESPONSE: (Calculation – Select One)

Daily SOV Trip Reduction

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

RESPONSE: _____

or

Daily VMT Reduction

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

RESPONSE: _____

B. *MEASURE:* Calculate the cost effectiveness of the project as it relates to emissions reduction. (67 Points)

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

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

RESPONSE (Calculation):

[1] Source: Metropolitan Council Regional Model

5. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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.

Multimodal Connections (50 Points)

A. *MEASURE:* Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle and pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the bicycle or pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

B. *MEASURE:* Discuss any roadway, 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 roadway, bicycle, and pedestrian facilities and accommodations. 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 (200 words or less):

6. Risk Assessment (50 Points; 5 Percent of Total Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment. The Risk Assessment only needs to be completed for construction projects. All other projects do not need to complete this form. Projects that only involve transit operating assistance will receive all possible points under this criterion if the project meets funding requirements.

Facility Projects:

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

RESPONSE (Completed Risk Assessment Checklist):

TOTAL: 1,000 POINTS

Transit System Modernization – Prioritizing Criteria and Measures

Updated July 29, 2014

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

1. Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Total Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions, as defined in ThriveMSP 2040, local activity centers, population centers, and the project's ability to provide regional transit system connections (measured through the annual transit ridership of connecting transit routes).

A. *MEASURE:* Identify the location of the project and how it provides connections to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions, as defined in ThriveMSP 2040 (**provide link**), as well as local activity centers. If the project provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (33 Points)

RESPONSE (Select all that apply):

- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration: ☐ (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location: ☐ (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution:☐ (33 Points)
- Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan:☐ (20 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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (City or county plan reference; 100 words or less):

B. *MEASURE:* Identify existing population within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing population will be measured by summing the population located in the TAZ's that intersect the 1/4-mile or 1/2-mile buffers. (33 Points)

RESPONSE (Completed by Metropolitan Council staff):

C. *MEASURE:* List the transit routes directly connected to the planned project to help determine the annual transit ridership of these connecting routes. Potential connections include transitways stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. A transit system map can be accessed with this link (**provide link**) (34 Points)

RESPONSE (List route numbers)

- Existing transit routes directly connected to the project: _____ (24 Points)
- Planned transitways (mode and alignment determined and identified in the 2030 TPP), directly connect to the project: _____(10 Points)

2. Usage (300 points; 30 Percent of Total Points) - This criterion quantifies the project's impact by estimating the annual transit ridership of the project to determine the overall cost-effectiveness per rider.

A. *MEASURE:* Calculate the cost effectiveness of the project per rider. Estimate the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. Total annual transit ridership will be used as an input to measure cost effectiveness. Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine total annual transit ridership. (210 Points)

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

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

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

- **Total annual operating and capital cost** _____

Express Routes

- Calculate the cost effectiveness of the project per total rider using the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant will use the ridership figures provided for an existing or planned facility.

RESPONSE (Calculation):

Transitways

- Calculate the cost effectiveness of the project per total rider using ridership estimates for the third year of service. Estimates will be based on forecast data (current year and 2030) for the transitway in 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Calculation):

Urban and Suburban Local Routes

- Calculate the cost effectiveness of the project per total rider using peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants will use the most recent annual ridership figures that are available. To select the peer routes, the applicant will identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project.

RESPONSE (Calculation and 200 words or less):

B. *MEASURE:* Calculate the **Operating Cost Effectiveness** of the project. This measure is the new annual operating cost of the project per annual rider in the third year of service. Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine new annual transit ridership. (90 Points)

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

The new annual operating cost consists of the additional annual operating cost that will result from this project's implementation.

- **New annual operating cost** _____

Express Routes

- Calculate the cost effectiveness of the project per new rider using the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant will use the ridership figures provided for an existing or planned facility.

RESPONSE (Calculation):

Transitways

- Calculate the cost effectiveness of the project per new rider using ridership estimates for the third year of service. Estimates will be based on forecast data (current year and 2030) for the transitway in 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Completed by Metropolitan Council staff):

Urban and Suburban Local Routes

- Calculate the cost effectiveness of the project per new rider using peer routes that are currently in service to develop a ridership estimate in the third year of service. Applicants will use the most recent annual ridership figures that are available. To select the peer routes, the applicant will identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Describe how a peer route was selected in the response. Applicants will take the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project.

RESPONSE (Calculation and 200 words or less):

3. Equity and Housing Performance (150 Points; 15 Percent of Total Points) -- This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

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

RESPONSE (Select one):

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

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points) (**provide links**)

RESPONSE (Completed by Metropolitan Council staff):

4. Emissions Reduction (100 Points; 10 Percent of Total Points) - This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_2, $PM_{2.5}$, and VOC emissions. Projects can include improvements to rolling stock, increases in travel speed, facility modernization, and systemwide upgrades that reduce congestion and improve energy efficiency.

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

RESPONSE: (300 words or less):

5. Service and Customer Improvements (150 Points; 15 Percent of Total Points) -

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

A. *MEASURE:* Calculate the percent reduction in transit passenger travel time due to the project. In this case, the applicant will indicate the existing passenger travel time from the project site to the transit route's terminal. If the project benefits multiple routes, the applicant can take an average of the passenger travel times. Applicants will then indicate the proposed travel time from the project site to the terminal and percent reduction in travel time that will result from the project's implementation. (75 Points)

RESPONSE (Calculation):

B. *MEASURE:* Identify the estimated percent reduction in operating and maintenance costs that will result from this project. Operating and maintenance costs are external to the project, and do not include costs associated with the construction or procurement of facilities, vehicles, or equipment. The percent reduction in operating and maintenance costs will be calculated automatically. (38 Points)

RESPONSE (Calculation):

C. *MEASURE:* Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following (37 Points):

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

RESPONSE (200 words or less):

6. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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.

Multimodal Connections (50 Points)

A. *MEASURE:* Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle and pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the bicycle or pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

B. *MEASURE:* Discuss any roadway, 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 roadway, bicycle, and pedestrian facilities and accommodations. 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 (200 words or less):

7. Risk Assessment (100 Points; 10 Percent of Total Points) –This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

      RESPONSE (Completed Risk Assessment Checklist):

TOTAL: 1,000 POINTS

Travel Demand Management (TDM) – Prioritizing Criteria and Measures

Updated July 29, 2014

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

1. Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Total Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions as defined in ThriveMSP 2040. This criterion also measures the existing regional transportation resources that can be capitalized on as part this project.

A. *MEASURE:* Identify the location of the project and how it provides connections to the Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions, as defined in ThriveMSP 2040, as well as local activity centers identified in an adopted county or city plan. If the project provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (**provide link**) (50 Points)

RESPONSE (Select all that apply):

- Direct connection to or within a Job Concentration: ☐ (50 Points)
- Direct connection to or within an Educational Institution:☐ (40 Points)
- Direct connection to or within a Manufacturing/Distribution Location: ☐ (40 Points)
- Project provides a direct connection to or within an existing local activity center identified in an adopted county or city plan:☐ (30 Points)

RESPONSE (City or county plan reference; 100 words or less):

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

RESPONSE (200 words or less):

2. Usage (100 Points; 10 Percent of Total Points) – This criterion quantifies the project's impact by estimating the number of direct users of the TDM project to help determine the overall cost effectiveness per user.

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

- Cost Effectiveness = Total project cost / total annual users

RESPONSE (200 words or less and Calculation):

3. Equity and Housing Performance (150 Points; 15 Percent of Total Points) -- This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Identify the project's location from the list below and describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (80 Points) (**provide link**)

RESPONSE (Select one):

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

RESPONSE (200 words or less):

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. 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. (105 Points) (**provide link**)

RESPONSE (Completed by Metropolitan Council staff):

4. Congestion Reduction/Air Quality (400 Points; 40 Percent of Total Points) – This criterion measures the project's ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_2, $PM_{2.5}$, and VOC emissions.

A. *MEASURE:* Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and/or single occupancy vehicle (SOV) trips. (200 Points)

RESPONSE: (200 words or less):

B. *MEASURE:* The applicant must show that the project will reduce CO, NO_x, CO_2, $PM_{2.5}$, and/or VOC due to the reduction in VMT. After the applicant has provided these inputs, Metropolitan Council staff will apply an emissions factor to the VMT reduction to determine the total reduced emissions. (200 Points)

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

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

RESPONSE (Calculation):

5. **Innovation (200 Points; 20 Percent of Total Points)** – This prioritizing criterion measures how well the project introduces new concepts to the region. Innovative TDM projects may involve the deployment of new creative strategies for the region, expand the geographic scope of a project to a new geographic area, serve populations that were previously unserved, or incorporate enhancements to an existing program.

   A. *MEASURE:* Describe how the project is innovative. (100 Points)

      RESPONSE (200 words or less):

   B. *MEASURE:* Describe how the project is new to a particular geographic area or population? (100 Points)

      RESPONSE (200 words or less):

6. Risk Assessment (100 Points; 10 Percent of Total Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment. Additionally, these measures will assess the technical capacity of the applicant and 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. (40 Points)

RESPONSE (200 words or less):

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

RESPONSE (200 words or less):

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

RESPONSE (Completed Risk Assessment Checklist):

TOTAL: 1,000 POINTS