Information Item

DATE:	November 12, 2015
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	2016 Regional Solicitation Update

Today's regional solicitation discussion will include a review of potential changes to be made to the Transit, TDM, and non-motorized applications.

Transit Expansion – Prioritizing Criteria and Measures

Definition: A transit project that provides new or expanded transit service/facilities. Routine facility maintenance and upkeep is not eligible.

Examples of Transit Expansion Projects:

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

Minimum Federal Award: $500,000
Maximum Federal Award: $7,000,000

Scoring:

Criteria and Measures	Points	% of Total
1. Role in the Regional Transportation System and Economy	**100**	**10%**
Measure A - Connection to Jobs and Educational Institutions~~, Manufacturing / Distribution Locations, and Educational Institutions and local activity centers~~	33	
Measure B - Existing population within 0.25 mile (bus stop) or 0.5 mile (transitway)	33	
Measure C ~~–~~ ~~Ridership~~Average daily ~~of~~ transit routes directly connected to the project	34	
2. Usage	**350**	**35%**
~~Measure A - Cost effectiveness of project per rider~~	~~105~~	
~~Measure B - Cost effectiveness of project per new rider~~	~~70~~	
Measure ~~C~~ A - ~~Service (operating) cost effectiveness of project per new rider~~New annual riders	~~175~~350	
3. Equity and Housing Performance	**200**	**20%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	130	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	**200**	**20%**
Measure A - Total emissions reduced	~~133~~200	
~~Measure B - Cost effectiveness (project cost/kg of emissions reduced)~~	~~67~~	
5. Multimodal Facilities and Connections	**100**	**10%**
~~Measure A - Bicycle and pedestrian connections~~	~~50~~	
Measure ~~B~~ A - Multimodal elements of the project and existing connections	~~50~~100	
6. Risk Assessment	**50**	**5%**
Measure A - Risk Assessment Form	50	
Sub-Total	**1,000**	**100%**
7. Cost-Benefit Ratio	**TBD**	
Measure A – Cost-benefit ratio (total project cost/total points awarded)	TBD	
	TBD	

1. Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Total Points) - Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the regional significance of the project, including the project's connections to jobs, Educational Institutions (as defined in ThriveMSP 2040)~~, local activity centers~~, population centers, and the project's ability to provide regional transit system connections (measured through the ~~annual transit ridership~~number of ~~of~~ connecting, weekday transit trips).

A. *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing employment will be measured by summing the employment located in the TAZ's that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. (33 Points)

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

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

- Existing Employment: _____
- Existing Post-Secondary Enrollment: _____

~~Reference the "Regional Economy" map generated at the beginning of the application process. Identify whether the project connects to an the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and educational institutionEducational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (5 points)~~

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

- ~~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 5 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 2040 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit. Eligible transitway projects are those that have a mode and alignment identified in the 2040 Transportation Policy Plan.

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

SCORING GUIDANCE (option 1) (33 Points)

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

For the connection to educational institutions portion of this measure, the applicant with the highest post-secondary enrollment will receive the full 33 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 students within 1/4 mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*33 points or 22 points.

The scorer will assess if the applicant would score higher with the employment part of the measure or the school enrollment part of the measure, and give the applicant the higher of the two scores out of a maximum of 33 points.

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

SCORING GUIDANCE (option 2) (33 Points)

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

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

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

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

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

- Existing Population:_____

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

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

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

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

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

- Existing transit routes directly connected to the project: _____ (24 Points)
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): : ☐ (10 Points)

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

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

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

2. Usage (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:* This measure will calculate the project's ~~total~~new riders~~cost effectiveness per rider~~. Based on the service type, estimate and provide the ~~total~~ new annual transit ridership ~~(existing plus new ridership)~~ that is produced by the new project in the third year of service ~~(~~2024~~)~~. ~~Total annual transit ridership will be used as an input to calculate cost effectiveness.~~

~~In addition to ridership estimation, estimate and provide the annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equal the total annual project costs. 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 belowhere. 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 belowin the document, use most similar project type or provide supporting documentation on useful life value used.~~

~~*RESPONSE (Cost effectiveness will be automatically calculated):*~~
~~Total Annual Operating Cost: _____~~
~~Total Annual Capital Cost of Project: _____~~
~~Total Annual Project Cost: _____~~
~~Total Annual Ridership: _____~~

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

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

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

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

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

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

For Transitways Projects Only:

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

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

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

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

RESPONSE:

- Service Type:____
- New Annual Ridership ~~(Existing plus New Riders)~~:_____
- Assumptions Used (Limit 2,800 characters; approximately 400 words):_____
- Urban and Suburban Local Routes Peer Route Selection (Limit 2,800 characters; approximately 400 words):_____

SCORING GUIDANCE (350 Points)

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

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

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

B. *MEASURE:* This measure will calculate the **Operating Cost Effectiveness** of the project, which 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. Additionally, provide the new annual operating cost, which consists of the additional annual operating cost that will result from this project's implementation.

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

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)

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.

- New Annual Operating Cost: _____
- Cost Effectiveness: _____

Select the service type and provide the new annual transit ridership produced by the project in the third year of service, based on the methodology listed below.

Express Routes

- Use 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 should will use the ridership figures provided for an existing or planned facility.

RESPONSE (Cost effectiveness will be automatically calculated):

- New Annual Operating Cost: _____
- Total Annual Ridership: _____

Transitways

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

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 (Cost effectiveness will be automatically calculated):

- New Annual Operating Cost _____
- Total Annual Ridership:_____

Urban and Suburban Local Routes

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

RESPONSE (Cost effectiveness will be automatically calculated):

- New Annual Operating CostRidership (Integer Only): _____
- Total Annual RidershipUrban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words): _____

RESPONSE (200 words or less):

SCORING GUIDANCE (70 Points)
The applicant with the lowest project operating cost per new rider, equal to total annual project-related operating cost divided by total annual new ridership, will receive the full points. Remaining projects will receive a proportional share of the full points. For urban and suburban local bus service, applicants should use peer routes form the same Transportation Policy Plan market area or peer routes that serve locations with similar development patterns. Points are scored based on sound methodology and clear relationship to the peer routes. Fifty percent of points should be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

C. *MEASURE:* This measure will calculate the cost effectiveness of the project's per new riders. 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.

D. Additionally, estimate the total annual project cost, which 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 belowhere. 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.

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. Use the same methodology as described in measure 2A for each service type. (175 245 Points)

- Service Type: _____

Total Annual Ridership (Existing plus New Riders): _____

- Assumptions Used and Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)

Express Routes

- Use 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 should use the ridership figures provided for an existing or planned facility.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project: _____
- New Annual RidershipTotal Annual Project Costs: _____

Transitways

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

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 (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- New Annual Ridership: _____

Urban and Suburban Local Routes

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should identify routes in the same

transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost:_____
- New Annual Ridership:_____

SCORING GUIDANCE (175 245 Points)

The applicant with the lowest project cost per new riderhighest new ridership, equal to total annual project cost divided by total annual new ridership, will receive the full points. Remaining projects will receive a proportional share of the full points equal to the ridership of the project being scored divided by the project with the highest ridership multiplied by the maximum points available for the measure (245). For example, if the application being scored had ridership of 1,000 riders and the top project had a ridership of 1,500 riders, this applicant would receive (1,000/1,500)*245 points or 163 points.

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

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

3. Equity and Housing Performance (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. Measure yet to be updated.

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

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

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

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

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

SCORING GUIDANCE (130 Points)

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

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

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

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

4. 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_{2e}, $PM_{2.5}$, and VOC emissions. Applications for transit operating, vehicle or capital funds must calculate the benefit for the third year of service.

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

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

Emissions Factors

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

RESPONSE (Total reduced emissions will automatically calculate):

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

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

~~*B.* *MEASURE:* This measure will 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 (Cost Effectiveness will automatically calculate):*~~

- ~~Total Annual Capital Project Cost: _____~~
- ~~Total Annual Operating Cost: _____~~
- ~~Total Kilograms of Emissions Reduced per Day (summed result from Measure 4A)~~

~~SCORING GUIDANCE (67 Points)~~
~~The applicant with the lowest project cost per kg of emissions reduced, equal to total annual project cost divided by kg of emissions reduced per day, will receive the full points. Remaining projects will receive a proportional share of the full points.~~

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

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

~~SCORING GUIDANCE (50 Points)~~
~~The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.~~

~~The scorer will weigh the project's connections to bikeways, high-traffic pedestrian areas (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) as detailed in the required response (200 words or less), and other pedestrian facilities. A higher value will be placed on connections present at the time of project construction over planned future connections.~~

~~Multimodal Facilities (50 Points)~~

~~B.~~A. *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 or roadway, bicycle, and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

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

SCORING GUIDANCE (100 Points)
The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response (400 words or less), will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)

- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit tops with safe / comfortable areas for pedestrians to walk or wait

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. The Risk Assessment includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.)

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (50 Points)

The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*50 points or 29 points.

7. Cost-Benefit Ratio (100 Points) – This criterion will assess the project's cost-benefit based on the total annual project cost and total points awarded.

A. *MEASURE: Calculate the cost-benefit ratio of the project.* The Scoring Committee will divide the total project cost by the total number of points awarded in the previous criteria.

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

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

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

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

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

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

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

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

SCORING GUIDANCE (100 Points)

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

TOTAL: 1,100 POINTS~~**TOTAL: 1,000 POINTS**~~

Transit System Modernization – Prioritizing Criteria and Measures

November 4, 2015

Usage (300 points; 30 Percent of Total Points) - This criterion quantifies the project's impact based on how many annual riders the improvement(s) will benefit ~~by estimating the annual transit ridership of the project to determine the overall cost-effectiveness per rider~~.

MEASURE: This measure will ~~calculate~~ display ~~the project's cost effectiveness of the project per riders~~ the number of annual riders ~~to~~that will benefit from the project. This would entail, for example, riders on a bus route with buses fitted for wi-fi or users boarding or alighting at a park-and-ride ~~or station~~ being improved.

~~A. (existing plus new ridership). Based on the service type, estimate and provide 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 calculate cost effectiveness.~~

~~In addition to ridership estimation, estimate and provide the *annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equal the total annual project cost*. 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 belowhere. 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 belowin the document, 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~~

- Cost Effectiveness of Total Ridership = Total annual project cost / total annual transit ridership.
- *RESPONSE (Cost effectiveness will be automatically calculated):*
- Total Annual Operating Cost (3rd Year): _____
- Total Annual Capital Cost of Project: _____

Total Annual RidershipProject Cost: _____

- Cost Effectiveness: _____

Select the service type and provide the annual transit ridership, based on the methodology listed below. (210 Points)

Express Routes

B. Use 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 (Cost effectiveness will be automatically calculated):
- Total Annual Operating Cost (3rd Year): _____
- Total Annual Capital Cost: _____
- Total Annual Ridership: _____

Transitways

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must be derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

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 (Cost effectiveness will be automatically calculated):
- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- Total Annual Ridership: _____

Urban and Suburban Local Routes

C. Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To

~~select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.~~

RESPONSE:

- Annual Number of Existing Riders Benefiting from Project (Integer Only): _____

Description of methodology used to determine existing riders (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (300 Points)
The applicant with the most existing riders who annually benefit will receive the full points. Remaining projects will receive a proportional share of the full points equal to the riders of the project being scored divided by the project with the highest number of riders multiplied by the maximum points available for the measure (300). For example, if the application being scored impacts 100,000 riders and the top project had impacts 150,000 riders, this applicant would receive (100,000/150,000)*300 points or 200 points.

~~D. *MEASURE:* This measure will calculate the **Operating Cost Effectiveness** of the project, which 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. Additionally, provide the new annual operating cost, which consists of the additional annual operating cost that will result from this project's implementation.~~

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

~~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)~~

~~*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.*~~

- ~~New Annual Operating Cost: _____~~

Cost Effectiveness: _____

Express Routes

- Use 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 (Cost effectiveness will be automatically calculated):

- New annual operating cost _____
- Total Annual Ridership: _____

Transitways

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted.

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 (Cost effectiveness will be automatically calculated):

- New annual operating cost _____
- Total Annual Ridership: _____

Urban and Suburban Local Routes

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

RESPONSE (Cost effectiveness will be automatically calculated):

- New annual operating costridership (Integer Only) _____
- Total Annual RidershipUrban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words): _____

~~*RESPONSE (200 words or less):*~~

~~SCORING GUIDANCE (90 Points)~~
~~The applicant with the lowest project operating cost per new rider, equal to total annual project-related operating cost divided by total annual new ridership, will receive the full points Remaining projects will receive a proportional share of the full points.~~

~~For urban and suburban local bus service, applicants should use peer routes form the same Transportation Policy Plan market area or peer routes that serve locations with similar development patterns. Points are scored based on sound methodology and clear relationship to the peer routes. Fifty percent of points should be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.~~

BELOW IS THE MEAURE WITH ALL "TRACK CHANGES" ACCEPTED

Usage (300 points; 30 Percent of Total Points) - This criterion quantifies the project's impact based on how many annual riders the improvement(s) will benefit.

MEASURE: This measure will display the number of annual riders that will benefit from the project. This would entail, for example, riders on a bus route with buses fitted for wi-fi or users boarding or alighting at a park-and-ride being improved.

RESPONSE:

- Annual Number of Existing Riders Benefiting from Project (Integer Only): _____

Description of methodology used to determine existing riders (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (300 Points)
The applicant with the most existing riders who annually benefit will receive the full points. Remaining projects will receive a proportional share of the full points equal to the riders of the project being scored divided by the project with the highest number of riders multiplied by the maximum points available for the measure (300). For example, if the application being scored impacts 100,000 riders and the top project had impacts 150,000 riders, this applicant would receive (100,000/150,000)*300 points or 200 points.

Travel Demand Management (TDM) – Prioritizing Criteria and Measures

Definition: An innovative project that reduces the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

Minimum Federal Award: $75,000
Maximum Federal Award: $300,000

Scoring:

Criteria and Measures	Points	% of Total
1. Role in the Regional Transportation System and Economy	**100**	**10%**
~~Measure A - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers~~	~~50~~	
Measure ~~B~~ A - Existing regional transportation facilities and resources	~~50~~100	
2. Usage	**100**	**10%**
Measure A - ~~Cost effectiveness of project per user~~Users	100	
3. Equity and Housing Performance	**150**	**15%**
Measure A - ~~Connection and p~~Project's benefits, impacts, and mitigation to disadvantaged populations	80	
Measure B - Housing Performance Score	70	
4. Congestion Reduction/Air Quality	**400**	**40%**
Measure A - Congested roadways in project area	200	
Measure B - Emissions reduced	200	
5. Innovation	**200**	**20%**
Measure A - Project innovations or new geographic area	~~100~~200	
~~Measure B - New geographic area~~	~~100~~	
6. Risk Assessment	**50**	**5%**
Measure A - Technical capacity of applicant's organization	~~15~~25	
Measure B - Continuation of project after initial federal funds are expended	~~20~~25	
~~Measure C - Risk Assessment Form~~	~~15~~	
Sub-Total	**1,000**	**100%**
7. Cost-Benefit Ratio	**TBD**	
Measure A – Cost-benefit ratio (total project cost/total points awarded)	**TBD**	
Total	**TBD**	

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the ~~regional significance of the project, including the project's connections to jobs, manufacturing/distribution, and educational institutions as defined in ThriveMSP 2040, as well as existing local activity centers. This criterion also measures the~~ existing regional transportation resources that can be capitalized on as part this project.

~~*A. MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing total employment, manufacturing/distribution-related employment, and educational institution enrollment . Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (50 Points)~~

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

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

- ~~Direct connection to or within a 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 (Data from the "Regional Population" map):*~~

~~Existing Total Employment within 1 Mile:~~
~~Existing Manufacturing/Distribution-Related Employment within 1 Mile:~~
~~Existing Educational Institution Enrollment within 1 Mile:~~

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

~~B.~~A. *MEASURE*: Identify the existing regional transportation facilities and resources on which the project will capitalize (transit stations, key roadways, bikeways, etc.). (~~50~~ 100 Points)

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

SCORING GUIDANCE (~~50~~ 100 Points)

The applicant will receive points based on the quality of the response. Projects that effectively use existing regional infrastructure will receive the most points. The applicant with the top score will receive full points. Remaining projects will receive a share of the full points.

- ~~Uses existing bicycle facilities: 6 Points~~
- ~~Uses existing pedestrian facilities: 6 Points~~
- ~~Uses existing transit facilities: 7 Points~~
- ~~Uses existing ITS or other technological infrastructure: 6 Points~~

2. Usage (100 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 and provide the ~~total annual~~average weekday users of the project ~~in order to 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 (Cost Effectiveness will be automatically calculated):

~~• Total Project Cost (entered in Estimate of Project Cost Form)~~

• ~~Annual~~ Average Weekday Users:_____

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

SCORING GUIDANCE (100 Points)

The applicant with the most users will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 90 users and the application being scored had 50, this applicant would receive (50/90)*100 points or 56 points.

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

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

A. *MEASURE:* ~~Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map.~~ Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. ~~Geographic proximity alone is not sufficient to receive the full points listed below.~~ In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. As part of the response, reference the "Socio-Econ" map generated at the beginning of the application process to identify if the project is located in Racially Concentrated Area of Poverty, Concentrated Area of Poverty, or census tracts above the regional average in poverty or populations of color. (80 Points)

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

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

- ~~Project located in Racially Concentrated Area of Poverty: ☐ (0 to 80 Points)~~
- ~~Project located in Concentrated Area of Poverty: ☐ (0 to 64 Points)~~
- ~~Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 48 Points)~~
- ~~Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 32 Points)~~

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

SCORING GUIDANCE (80 Points)

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

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

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on an average score of the jurisdictions. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (105 Points)

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

- City/Township: _____ *(Cities and Townships entered by applicant)*
- Housing Score: _____

SCORING GUIDANCE (70 Points)

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

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

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

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

4. Congestion Reduction/Air Quality (400 Points) – This criterion measures the project's ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, $PM_{2.5}$, and VOC emissions.

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

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

SCORING GUIDANCE (200 Points)
The applicant with best response will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. • The project is located in an area of traffic congestion: Up to 60 Points • The project will reduce congestion and/or SOV trips in the project area: Up to 140 Points

B. *MEASURE:* The applicant must show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Calculate and provide the number of one-way commute trips reduced and the average commute trip length to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions. Applicants must describe their methodology for determining the number of one-way trips reduced. (200 Points)

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

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

Emissions Factors

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

RESPONSE (Emissions reduction will be automatically calculated):

- Number of One-Way Commute Trips Reduced:_____
- Average Commute Trip Length (Default 12.1):_____

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

SCORING GUIDANCE (200 Points)

The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project reduced 5 kg and the application being scored reduced 4 kg, this applicant would receive (4/5)*200 points or 160 points.

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

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

A. *MEASURE:* Describe how the project is innovative. (~~100~~ 200 Points)

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

SCORING GUIDANCE (100 Points)
The applicant will receive the full points shown for each of innovation categories based on the quality of the response. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points.

- Project introduces a new policy, program, or creative strategy: Up to ~~50~~ 200 Points
- Project expands the geographic scope of an existing project, serves or engages a new group of people, or significantly enhances an existing program: Up to ~~20~~ 100 Points

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

~~*RESPONSE (200 words or less):*~~

~~SCORING GUIDANCE (100 Points)~~
~~The applicant will receive a maximum of the points shown below based on the project's ability to reach a previously unserved population or a new geographic area, as addressed in the response (200 words or less). The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points.~~

- ~~Project expands the geographic scope of an existing project: 50 Points~~
- ~~Project serves or engages a new group of people: 50 Points~~

6. Risk Assessment (50 Points) - This criterion ~~measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the 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:* Applications involving construction must complete the Risk Assessment. 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 includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.). (15 Points)~~

~~*RESPONSE (Complete Risk Assessment):*~~

~~SCORING GUIDANCE (15 Points)~~
~~The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points.~~

~~B.~~A. *MEASURE:* Describe the technical capacity of the applicant's organization and what makes them well suited to deliver the project. (~~20~~ 25 Points)

RESPONSE (200 words or less):

SCORING GUIDANCE (~~20~~ 25 Points)
The applicant will receive a maximum of the points listed below, based on the quality of their response (200 words or less). Highest scoring projects will be led by agencies with staff expertise in TDM, experience in the field, and adequate resources to deliver the project in a timely manner. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 15 points and the application being scored had 10, this applicant would receive (10/15)*25 points or 17 points.

- Organization has experience implementing similar projects: ~~8~~ Up to 10 Points, plus
- Organization has adequate resources to implement the project in a timely manner: ~~12~~ Up to 15 Points

~~C.~~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. (2~~1~~5 Points)

RESPONSE (Check one):

Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase: ☐ (25 Points)

Applicant has identified potential funding sources that could support the project beyond the initial funding period: ☐ (15 Points)

Applicant has not identified funding sources to carry the project beyond the initial funding period: ☐ (0 Points)

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

SCORING GUIDANCE (~~15~~ 25 Points)

The applicant will receive a maximum of the points shown below based on the quality of their response. Applicants that receive the highest scores will have a financial plan in place to continue the project after the initial funding period. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 15 and the application being scored had 0, this applicant would receive (0/15)*25 points or 0 points.

~~• Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase: 15 Points~~

~~• Applicant has identified potential funding sources that could support the project beyond the initial funding period: 10 Points~~

~~• Applicant has not identified funding sources to carry the project beyond the initial funding period: 0 Points~~

7. Cost-Benefit Ratio (100 Points) –This criterion will assess the project's cost-benefit based on the total TAB-eligible project cost and total points awarded in the previous 6 criteria. Calculations must be based on the total project cost of TAB-eligible expenses. Any eligible dollars allocated to noise walls should be excluded from this measure because of the uncertainty of needing them at this stage of the project development cycle.

A. *MEASURE: Calculate the cost-benefit ratio of the project.* The Scoring Committee will divide the total project cost by the total number of points awarded in the previous criteria (1-6).

- Cost-Benefit Ratio= total TAB-eligible project cost/total number of points awarded in previous criteria (1-6)

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

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

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

TOTAL: 1,100 POINTS~~**TOTAL: 1,000 POINTS**~~

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

Definition: A project that benefits bicyclists (or bicyclists and other non-motorized users). All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve both a transportation purpose and a recreational purpose. Multiuse trail bridges or underpasses should apply in this sub-category instead of the Pedestrian Facilities sub-category given the nature of the users and the higher maximum award amount.

Examples of Multiuse Trail and Bicycle Facility Projects:

- Multiuse trails
- Trail bridges/underpasses
- On-street bike lanes
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

Minimum Federal Award: $250,000
Maximum Federal Award: $3,500,000

Scoring:

Criteria and Measures	Points	% of Total
1. Role in the Regional Transportation System and Economy	**200**	**20%**
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
2. Usage	**200**	**20%**
Measure A - Cost effectiveness per population and employment	200	
3. Equity and Housing Performance	**120**	**12%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Safety	**250**	**25%**
Measure A – Gaps closed, barriers removed, and/or continuity between jurisdictions improved by the project	100	
Measure B - How project will correct deficiencies or address safety problem	150	
5. Multimodal Facilities and Connections	**100**	**10%**
~~Measure A - Ridership of transit routes directly and indirectly connected to project~~	~~25~~	
~~Measure B – Pedestrian Connections~~	~~25~~	
Measure ~~A.~~ C - Transit or pedestrian elements of the project; or connections	~~50~~100	
6. Risk Assessment/Public Engagement	**130**	**13%**
Measure A - Risk Assessment Form	130	
Sub-Total	**1,000**	**100.0%**
7. Cost-Benefit Ratio	**TBD**	
Measure A-Cost-benefit ratio (Total project cost/total points awarded)	TBD	
Total	**TBD**	

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

A. *MEASURE:* Reference the "RBTN Evaluation" map generated at the beginning of the application process. Identify the location of the project relative to the RBTN, as depicted on the "Bicycle Transportation" map. If the project is not on or does not provide a direct connection to the RBTN, but is located on a local system within an adopted county or city plan, indicate this on the "Connection to Local Planning" section within the "Project Information" form.

Upload the "RBTN Evaluation" map used for this measure.

RESPONSE (Select one, based on the "RBTN Evaluation and Major Barriers" map):

- Tier 1, Priority RBTN Corridor (200 Points)
- Tier 1 RBTN Alignment (200 points)
- Tier 2, RBTN Corridor (~~160~~ 175 Points)
- Tier 2, RBTN Alignment (175 Points)
- Direct connection to an RBTN Tier 1 corridor or alignment ~~or Tier 2)~~: (~~120~~ 150 Points)
- Direct connection to an RBTN Tier 2 Corridor or Alignment (125 Points)

OR

- Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city, or regional parks implementing agency plan (~~20~~ 50 Points)

SCORING GUIDANCE (200 Points)
The applicant will receive the points shown in the above bullets based on the location of the project relative to the RBTN.

RBTN Projects (Tier 1/Tier 2 corridors and alignments)
To receive the available points associated with Tier 1 and Tier 2 corridors and alignments, a project must accomplish one of the following:

- Improve a segment of an existing Tier 1 or Tier 2 alignment beyond a simple resurfacing of the facility:
- Implement a currently non-existing segment of a Tier 1 or Tier 2 alignment; within and along a Tier 1 or Tier 2 corridor; OR
- Connect directly to a specific Tier 1 or Tier 2 corridor or alignment of the RBTN.

  * Note: if connecting to a RBTN ***corridor***, the project must connect to a roadway or to the planned terminus of a trail in a way that makes possible a future connection to a potential RBTN alignment for the corridor.

Projects that include both on-RBTN and off-RBTN improvements

Projects will be scored based on the proportion of the project that is within and along a RBTN corridor or along a designated RBTN alignment as shown on the RBTN map. Specifically:

- Tier 1 projects with 50% or more of the project's length within and along a Tier 1 corridor alignment will receive the full Tier 1 allotment of 200 points.
- Tier 2 projects with 50% or more of the project's length within and along a Tier 2 corridor or alignment will receive the full Tier 2 allotment of 175 points.
- A project with less than 50% of its length within and along a Tier 1 corridor or alignment will be considered a Tier 1 direct connection and will receive 150 points for providing the direct connection.
- A project with less than 50% of its length within and along a Tier 2 corridor or alignment will be considered a Tier 2 direct connection and will receive 125 points for providing the direct connection.
- A project with less than 50% of its length within and along a Tier 1 or Tier 2 corridor or along a Tier 1 or Tier 2 alignment, but with 50% or more of its length within and along a combined Tier 1/Tier 2 corridor or alignment will receive the number of points corresponding to the Tier level with the higher proportion of project length.

Note: Due to tiered scoring, it is possible that no, or multiple, projects will receive the maximum allotment of 200 points.

2. Potential Usage (200 Points) - This criterion quantifies the project's potential usage based on the ~~impact to~~ existing population and employment adjacent to the project. Metropolitan Council staff will calculate the ~~cost effectiveness~~potential usage of the project using the Metropolitan Council model~~, the project location, and total project cost from previous sections~~.

A. *MEASURE:* Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population and employment within one mile, as depicted on the "Population Summary" map.

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

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

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

- Existing Population within 1 Mile (100 Points): _____
- Existing Employment within 1 Mile (100 Points):_____

SCORING GUIDANCE (200 Points)

The applicant with ~~the lowest project cost per person or~~highest population will receive the full 100 points, as will the applicant with the highest number of jobs~~job will receive the full points listed below~~. Remaining projects will receive a proportionate share of the full points for population and jobs, respectively. As an example for population, projects will score equal to the existing population within 1 mile of the project being scored divided by the project with the highest population within 1 mile multiplied by the maximum points available for the measure (100). For example, if the application being scored had 1,000 people within 1 mile and the top project had 1,500 people, this applicant would receive (1,000/1,500)*100 points or 67 points.

- ~~Total project cost/~~Eexisting population: 100 Points
- ~~Total project cost/e~~Existing employment: 100 Points

Using the Metropolitan Council model, all traffic analysis zones that are included within or intersect the buffer area around the project will be included in the analysis. ~~Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.~~

The highest-scoring application for this measure will be adjusted to receive the full 200 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 190 points, this applicant would receive (80/190)*200 points or 84 points.

3. Equity and Housing Performance (120 Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing. This measure has not yet been modified.

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points)

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

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

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 50 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 30 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 20 Points)

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

SCORING GUIDANCE (50 Points)

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 50 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 50 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 20 points and the top project had 40 points, this applicant would receive (20/40)*50 points or 25 points.

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

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

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

4. Deficiencies and Safety (250 Points) – This criterion addresses the project's ability to overcome barriers or ~~system~~ network gaps through the completion of ~~a~~ Critical Bicycle Transportation Links, as defined in the ~~Twin Cities Regional Bicycle System Study (2014)~~2040 TPP. **Critical Bicycle Transportation Links** encompass several types of barriers that can disrupt the connectivity of the ~~bicycle network~~Regional Bicycle Transportation Network (RBTN) and isolate communities from~~and~~ key destinations. In addition to providing critical links, ~~P~~projects will ~~also~~ be scored on their ability to correct deficiencies and improve the overall safety/security of an existing facility, or expand safe biking opportunities with a ~~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(s) of Critical Bicycle Transportation Link(s) completed by the project and d~~Discuss how the project will close a gap, cross or circumvent a physical barrier, and/or improve continuity or connections between jurisdictions. The applicant should include a description of barriers and gap improvements for the project. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed limit, etc.) and how the proposed project will improve travel across or around that barrier. The description should include the distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

RESPONSE (Check all that apply):

- **Closes ~~a~~ a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier** ☐ (0-90 Points)**:**

  Gap improvements ~~s~~ can be on or off the RBTN ~~including~~ and may include the following:
  - Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;
  - ~~I~~improving bikeability ~~for~~ to better serve all ability and ~~age/~~experience levels by:
    - ~~(within urban, high-demand corridors that may already have a continuous bikeway facility, 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)~~ providing a safer, more protected on-street facility;
    - improving crossings at busy intersections (signals, signage, pavement markings); OR
    - improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.

  Barrier crossing improvements ~~Barriers (bridge or tunnel;~~ on or off the RBTN) can include ~~a~~ crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling

byiclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion). ~~:~~ ~~☐ (0-90 Points)~~

- **Improves continuity and/or connections between jurisdictions** (on or off the RBTN) including~~(e.g.,~~ extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability/convenience for all bicyclists~~)~~: ☐ (0-10 Points)

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

SCORING GUIDANCE (100 Points)
The applicant will receive ~~the full points shown for each of the critical links identified in the bullets above if the supporting response (200 words or less) demonstrates the project's ability to fully complete the link.~~up to 90 points if the response shows that the project closes a gap and/or crosses or circumvents a physical barrier and up to 10 points if it improves continuity and/or connections between jurisdictions. The project that the most meets the intent of each of the three criteria will receive the maximum points (e.g., 90 points for the project that best overcomes a gap or barrier). Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

The highest-scoring application for this measure will be adjusted to receive the full 100 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 90 points, this applicant would receive (80/90)*100 points or 89 points.

B. *MEASURE:* Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g., crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for ~~2009~~2011-~~2013~~2015. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. (150 Points)

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

SCORING GUIDANCE (150 Points)
The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place

each project into one of the two categories below based on if crash data is cited as part of the response. The project with the most extensive improvements will receive the full points for each category ~~below~~. Remaining projects will receive a share of the full points as listed below.

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportional share between 101 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): 101 to 150 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. ~~Scorer will rate the projects in this category at their own discretion~~. The top project will receive 100 points while other projects will ~~be evenly distributed across the range~~receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points
- ~~Demonstrates the project's ability to correct deficiencies. Scorer will rate the projects in this category at their own discretion. The top project will receive 50 points while other projects will be evenly distributed across the range: 25 to 50 Points (17 to 34 Percent of Points)~~

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

~~Multimodal Connections (50 Points)~~

~~**Transit Connections**~~

~~*A. MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project and indirectly connected (within a one-mile radius of the project) to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Potential connections include transitway 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.~~

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

~~**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 (Data from the "Transit Connectivity" map):*~~

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

~~SCORING GUIDANCE~~
~~NOTE: 5A IS SCORED BELOW, ALONG WITH 5B.~~

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

~~SCORING GUIDANCE (50 Points)~~
~~NOTE: THIS SCORING SECTION IS FOR 7A and 7B, COMBINED~~

~~The applicant should provide a response to measures A and B. The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.~~

~~The scorer will weigh the project's connections to transit (as measured through annual transit ridership), high-traffic pedestrian areas (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) and pedestrian facilities, as detailed in the required response (200 words or less). A higher value will be placed on existing transit ridership and infrastructure connections present at the time of project construction over future transit ridership and planned infrastructure connections.~~

Multimodal Facilities (100 ~~50~~ Points)

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

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

SCORING GUIDANCE (~~50~~ 100 Points)
The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response, will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Projects that include the transit or pedestrian elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies.

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

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

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

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (130 Points)

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

~~Note: The highest-scoring application will be adjusted to receive the full 130 points. Other applications will be increased proportionately.~~

7. –Cost-Benefit Ratio (100 Points) – This criterion will assess the project's cost-benefit based on the total TAB-eligible project cost and total points awarded in the previous 6 criteria. Calculations must be based on the total project cost of TAB-eligible expenses.

A. *MEASURE: Calculate the cost-benefit ratio of the project.* The Scoring Committee will divide the total project cost by the total number of points awarded in the previous criteria (1-6).

- Cost-Benefit Ratio= total TAB-eligible project cost/total number of points awarded in previous criteria (1-6)

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

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

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

TOTAL: 1,~~000~~ 100 POINTS

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

Definition: A project that primarily benefits pedestrians as opposed to multiple types of non-motorized users. Most non-motorized projects should apply in the Multiuse Trail and Bicycle Facilities sub-category. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multiuse trail bridges or underpasses should apply in the Multiuse Trail and Bicycle Facilities sub-category instead of this sub-category given the nature of the users and the higher maximum awards.

Examples of Pedestrian Facility Projects:

- Sidewalks
- Streetscaping
- Americans with Disabilities Act (ADA) improvements
- Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

Minimum Federal Award: $250,000
Maximum Federal Award: $1,000,000

Scoring:

Criteria and Measures	Points	% of Total
1. Role in the Regional Transportation System and Economy	**100**	
Measure A - Connection to Jobs and ~~Concentrations, Manufacturing/Distribution Locations,~~ Educational Institutions~~, and local activity centers~~	100	
2. Usage	**200**	
Measure A - Cost effectiveness per population and employment	200	
3. Equity and Housing Performance	**120**	
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Safety	**300**	
Measure A - Barriers overcome, gaps filled, or system connections	120	
Measure B - Deficiencies correct or safety problems addressed	180	
5. Multimodal Facilities and Connections	**150**	**15%**
~~Measure A - Ridership of transit routes directly / indirectly connected to project~~	~~75~~	
~~Measure B - Bikeway connections~~		
Measure C - Transit or bicycle elements of the project	~~75~~150	
6. Risk Assessment	**130**	**13%**
Measure A - Risk Assessment Form	130	
Sub-Total	**1,000**	**100%**
7. Cost-Benefit Ratio	**TBD**	
Measure A – Cost-benefit ratio (total project cost/total points awarded)	TBD	
Total	**TBD**	

November 4, 2015

1. Role in the Regional Transportation System and Economy (~~100~~ 150 Points) - Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the regional significance of the project, including the project's connections to jobs and Educational Institutions, as defined in ThriveMSP 2040.

A. *MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/2 mile of the project. Existing employment will be measured by summing the employment located in the TAZ's that intersect the 1/2-mile buffer. Enrollment at public and private post-secondary institutions will also be measured. (150 Points)

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

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

- Existing Employment: _____
- Existing Post-Secondary Enrollment: _____

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

- ~~Direct connection into, on an adjacent street, or within a Job Concentration: ☐ (100 Points)~~
- ~~Direct connection into, on an adjacent street, or within a Manufacturing/Distribution Location: ☐ (50 Points)~~
- ~~Direct connection into, on an adjacent street, or within an Educational Institution: ☐ (100 Points)~~
- ~~Project provides a direct connection into, on an adjacent street, or within an existing local activity center identified in an adopted county or city plan: ☐ (50 20 Points)~~

~~*RESPONSE (City or county plan reference; limit 700 characters; approximately 100 words):*~~

SCORING GUIDANCE (~~100~~ 150 Points)

The applicant with the highest employment will receive the full 150 points for the employment portion of this measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored had 1,000 workers within 1/4 mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*150 points or 100 points. Using the Metropolitan Council model, all traffic analysis zone that are included within or intersect the buffer area around the project.

For the connection to educational institutions portion of this measure, the applicant with the highest post-secondary enrollment will receive the full 150 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 students within 1/4 mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*150 points or 100 points.

The scorer will assess if the applicant would score higher with the employment part of the measure or the school enrollment part of the measure, and give the applicant the higher of the two scores out of a maximum of ~~100~~150 points.

2. Potential Usage (~~200~~ 150 Points) - This criterion quantifies the project's potential ~~impact~~ usage ~~to~~ based on the existing population ~~and employment~~ adjacent to the project. ~~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:* Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population ~~and employment~~ within 1/2-mile, as depicted on the "Population Summary" map. ~~Metropolitan Council staff will calculate the cost effectiveness of the project using the input population data and the total project cost reported in the General Information and Construction Cost Estimate forms.~~

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

- ~~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 (Data from the "Population Summary" map):

- Existing Population within 1/2 Mile: _____
- ~~Existing Employment within One-half Mile (integer only):_____~~

SCORING GUIDANCE (~~200~~ 150 Points)

The applicant with the highest population will receive the full 150 points, as will the applicant with the highest number of jobs. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 1,000 people within 1/2 mile and the top project had 1,500 people, this applicant would receive (1,000/1,500)*150 points or 100 points.

~~for population and jobs, respectively. equal to the lowest project cost per person or job divided by the project cost per person or job for the application being scored.~~

- ~~Total project cost/existing population: 100 Points (50 Percent of Points)~~
- ~~Total project cost/existing employment: 100 Points (50 Percent of Points)~~

Using the Metropolitan Council model, all traffic analysis zones that are included within or intersect the buffer area around the project will be included in the analysis. ~~Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.~~

~~Note: Because the measure is divided into two halves, it is possible that no application will receive the full 200 points. An application will only receive 200 points if it has the highest population and employment.~~

3. Equity and Housing Performance (120 Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing. This measure has not yet been modified.

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the "Housing Equity" map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points)

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

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

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 50 Points)
- Project located in Area of Concentrated Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 30 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (0 to 20 Points)

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

SCORING GUIDANCE (50 Points)

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

The highest-scoring application for this measure will be adjusted to receive the full 50 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 20 points and the top project had 40 points, this applicant would receive (20/40)*50 points or 25 points.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the ~~2014~~ 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential

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

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

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

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

A. *MEASURE:* Reference the "RBTN Evaluation and Major Barriers" map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connect system segments in the pedestrian network. The applicant should include a description of barriers and gap improvements for the project. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (120 Points)

RESPONSE (Check all that apply):

- **Overcomes a physical barrier or system gap** ☐ (0-120 Points)

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

SCORING GUIDANCE (120 Points)
The applicant will receive up to 120 points if the response shows that the project overcomes a physical barrier or system gap. The project that the most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

~~If the applicant is proposing to close a gap to improve continuity and/or connections, the applicant will receive full points if the response (200 words or less) and project map demonstrate the project's ability to fully address the connection/gap.~~

~~If the applicant is proposing to provide a facility to cross or circumvent a physical barrier (i.e., bridge or tunnel), the applicant removing the most critical barrier will receive the full points, as described through the discussion of the magnitude and type of barrier to be crossed; the distance to the nearest parallel crossing; the type of facility and its condition at this alternate crossing; and as demonstrated on the project map. Projects with an alternate crossing that has a safe bicycle/pedestrian facility within one mile should be considered a non-critical barrier and should be scored lower than barriers with a greater distance to a parallel crossing. Remaining projects will receive a share of the full points at the scorer's discretion.~~

~~Applications can receive points for each of the below elements:~~

- ~~Closes a gap to improvement continuity and/or connections. The applicant(s) that best demonstrates the project's ability to fully address the connection/gap will receive all points from this element. Other projects will receive fewer points at the scorer's discretion.~~
- ~~Crosses or circumvents a physical barrier (i.e., bridge or tunnel). The applicant removing the most critical barrier will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. This is described through the discussion of the magnitude and type of barrier to be crossed; the distance to the nearest parallel crossing; the type of facility and its condition at this alternate crossing; and as demonstrated on the project map. Projects with an alternate crossing that has a safe bicycle/pedestrian facility within one mile should be considered a non-critical barrier and should receive a maximum of 90 points.~~

B. *MEASURE:* Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for 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 (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (180 Points)

The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place each project into one of the two categories below based on if crash data is cited as part of the response. ~~Improvements supported by crash reduction factors should be scored highest.~~ The project with the most extensive improvements will receive the full points for each category. Remaining projects will receive a share of the full points as listed below.

- For ~~A~~applicant that provide~~s~~ actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 180 points. The other projects in this category will receive a proportional share between 121 and 180 points (i.e., a project that reduces one-half of the crashes of the top project would receive 150 points): 121 to 180 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. ~~Scorer will rate the projects in this category at their own discretion.~~ The top

project will receive a portion of the 120 points based on the quality of the project and response ~~while other projects will be evenly distributed across the range~~: ~~60~~ ~~61~~0 to 120 Points

The highest-scoring application for this measure will be adjusted to receive the full 180 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 160 points, this applicant would receive (80/160)*180 points or 90 points.

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

~~Multimodal Connections (50 Points)~~

~~**Transit Connections**~~

~~*A. MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project and indirectly connected (within a one-mile radius of the project) to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. Potential connections include transitway 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.~~

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

~~**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 (Data from the "Transit Connectivity" map):*~~

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

~~*RESPONSE (200 words or less):*~~

~~SCORING GUIDANCE~~
~~NOTE: 5A IS SCORED BELOW, ALONG WITH 5B.~~

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

~~SCORING GUIDANCE (50 Points)~~

~~The applicant should provide a response to measures A and B. The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The scorer will weigh the project's connections to transit (as measured through annual transit ridership) and bikeways. A higher value will be placed on existing transit ridership and infrastructure connections present at the time of project construction over future transit ridership and planned infrastructure connections.~~

Multimodal Facilities (150 Points)

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

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

SCORING GUIDANCE (~~50~~ 150 Points)

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

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

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):

SCORING GUIDANCE (130 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*130 points or 74 points.~~The applicant will receive up to the full points based on the eight Risk Assessment elements, as identified in the Risk Assessment within the application.~~

7. –Cost-Benefit Ratio (100 Points) – This criterion will assess the project's cost-benefit based on the total TAB-eligible project cost and total points awarded in the previous 6 criteria. Calculations must be based on the total project cost of TAB-eligible expenses.

A. *MEASURE: Calculate the cost-benefit ratio of the project.* The Scoring Committee will divide the total project cost by the total number of points awarded in the previous criteria (1-6).

- Cost-Benefit Ratio= total TAB-eligible project cost/total number of points awarded in previous criteria (1-6)

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

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

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

~~**TOTAL: 1,000 POINTS**~~ **TOTAL: 1,100 POINTS**

Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

Definition: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site. A Safe Routes to School Plan (SRTS) must be established prior to applying for this infrastructure funding.

Examples of Safe Routes to School Infrastructure Projects:

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

Minimum Federal Award: $150,000
Maximum Federal Award: $1,000,000

Scoring:

Criteria and Measures	Points	% of Total
1. Relationship between Safe Routes to School Program Elements	**250**	**25%**
Measure A - Describe how project addresses 5 Es* of SRTS program	250	
2. Usage	**~~200~~250**	**~~20~~25%**
Measure A - Average share of student population that bikes or walks	~~120~~150	
Measure B - Student population within school's walkshed	~~80~~100	
3. Equity and Housing Performance	**120**	**12%**
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Safety	**250**	**25%**
Measure A - Barriers overcome, gaps filled, or system connections	100	
Measure B - Deficiencies corrected or safety or security addressed	150	
~~**5. Multimodal Facilities (Transit) and Connections**~~	~~**50**~~	~~**5%**~~
~~Measure A - Ridership of transit routes directly connected to the project~~	~~50~~	
~~6~~5. Public Engagement/Risk Assessment	**130**	**13%**
Measure A - Public engagement process	45	
Measure B - Risk Assessment Form	85	
Sub-Total	**1,000**	**100.0%**
6. Cost-Benefit Ratio	**TBD**	
Measure A – Cost-benefit ratio (total project cost/total points awarded)	TBD	
Total	**TBD**	

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

October 28, 2015

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

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

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

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

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

SCORING GUIDANCE (250 Points)

The applicant will receive up to 50 points for each of the five sub-measures based on the program's ability to demonstrate the incorporation of each of the 5 E's through activities completed or to be implemented in the near-term (within five years). Applicants will receive up to the full points for each element at the scorer's discretion. The project that most meets the intent of each of the sub-measure will receive the maximum points (e.g., 50 points for the project that best meets the engineering element). Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

- Engineering: 0-50 Points
- Education: 0-50 Points
- Enforcement: 0-50 Points
- Encouragement: 0-50 Points
- Evaluation: 0-50 Points

The highest-scoring application for this measure will be adjusted to receive the full 250 points. Remaining projects will receive a proportional share of the full points relative to the proportion of the full points assigned to the highest-scoring project. For example, if the application being scored had 100 points and the top project had 200 points, this applicant would receive (100/200)*250 points or 125 points.

2. Usage (~~200~~ 250 Points) - This criterion quantifies the project's potential impact to existing population.

A. *MEASURE:* Average percent of student population that currently bikes 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~~ 150 Points)

RESPONSE:

- Average percent of student population:_____

SCORING GUIDANCE (120 Points)
The applicant with the highest average share of student population that currently bikes or walks to school will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 15 percent of the students and the top project had 30 points, this applicant would receive (0.15/0.30)*150 points or 75 points.

B. *MEASURE:* Student population within one ~~half~~ mile of the elementary school, ~~or one mile of the~~ middle school, or high school served by the project. (~~80~~ 100 Points)

RESPONSE:

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

SCORING GUIDANCE (80 Points)
The applicant with the highest student population within one ~~half~~ mile of the ~~elementary~~ school ~~or one mile of the middle school or high school~~ will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 150 students and the top project had 300 points, this applicant would receive (150/300)*100 points or ~~4~~50 points.

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

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the "Housing Equity" map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; students, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points)

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

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

- Project located in Racially Concentrated Area of Poverty: ☐ (0 to 50 Points)
- Project located in Concentrated Area of Poverty: ☐ (0 to 40 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (0 to 30 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes students, people with disabilities, or the elderly: ☐ (0 to 20 Points)

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

SCORING GUIDANCE (50 Points)
Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 50 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 50 points. Remaining projects will receive a proportional share of the full points equal to the points. For example, if the application being scored had 20 points and the top project had 40 points, this applicant would receive (20/40)*50 points or 25 points.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score

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

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

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

SCORING GUIDANCE (70 Points)

The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.

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

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

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

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

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

RESPONSE (Check all that apply):

- **Overcomes a physical barrier or system gap** ☐ (0-100 Points)

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

SCORING GUIDANCE (100 Points)

The applicant will receive up to 100 points if the response shows that the project overcomes a physical barrier or system gap. ~~For each of the criteria, t~~The project that the most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

~~If the applicant is proposing to close a system gap to improve continuity and/or connections to the project school, the applicant will receive full points if the response (200 words or less) and project map demonstrate the project's ability to fully address the connection/gap.~~

~~If the applicant is proposing to provide a facility to cross or circumvent a physical barrier (i.e., bridge or tunnel), the applicant removing the most critical barrier will receive the full points, as described through the discussion of the magnitude and type of barrier to be crossed; the distance to the nearest parallel crossing; the type of facility and its condition at this alternate crossing; and as demonstrated on the project map. Projects with an alternate crossing that has a safe bicycle/pedestrian facility within one mile should be considered a non-critical barrier and should be scored lower than barriers with a greater distance to a parallel crossing. Remaining projects will receive a share of the full points at the scorer's discretion.~~

~~Applications can receive points for each of the below elements:~~

- ~~Closes a gap to improvement continuity and/or connections. Applications proposing to close a system gap to improve continuity and/or connections to the project school will receive full points~~

- ~~Crosses or circumvents a physical barrier (i.e., bridge or tunnel). The applicant removing the most critical barrier will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. This is described through the discussion of the magnitude and type of barrier to be crossed; the distance to the nearest parallel crossing; the type of facility and its condition at this alternate crossing; and as demonstrated on the project map. Projects with an alternate crossing that has a safe bicycle/pedestrian facility within one mile should be considered a non-critical barrier and should receive a maximum of 75 points.~~

B. *MEASURE:* Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility or within the project site. Address how these improvements will make bicycling and walking to the school a safer and appealing transportation alternative. Include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for 2011-2015. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. Qualitative data from parent surveys, other internal survey data, or stakeholder engagement supporting the safety/security improvements or deficiencies should also be addressed. (150 Points)

RESPONSE (Limit ~~1,400~~2,800 characters; approximately ~~200~~ 400 words):

SCORING GUIDANCE (150 Points)

The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place each project into one of the two categories below based on if crash data or other qualitative data is cited as part of the response. Improvements that are supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement should be scored highest. The project with the most extensive improvements will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer's discretion.

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Applicant also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency, supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportional share between 101 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): 101 to 150 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/car, pedestrian/car, and vehicle/vehicle), ~~or~~ safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 100 points while other projects will ~~be evenly distributed across the range~~receive a portion of the 100 points based on the quality of the project and response: ~~50~~ ~~51~~0 to 100 Points

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

A. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project and indirectly connected to help determine the annual transit ridership of these connecting routes, as depicted on the "Transit Connectivity" map. 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. 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 in the response, if applicable.

Potential connections include transitway 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.

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

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 (Data from the "Transit Connectivity" map):

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

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

SCORING GUIDANCE (50 Points)

The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a proportional share of the full points. If provided, student public transit ridership and public transit policy information will be used for MnDOT SRTS information purposes only and should not impact scoring.

- Existing routes directly connected to the project: 15 Points (30 Percent of Points)
- Planned transitways directly connected to the project: 15 Points (30 Percent of Points)
- Existing routes indirectly connected to the project: 10 Points (20 Percent of Points)
- Planned transitways indirectly connected to the project: 10 Points (20 Percent of Points)

~~The highest-scoring application will be adjusted to receive the full points. Other applications will be increased proportionately.~~

5. Public Engagement/Risk Assessment (130 Points) - This criterion measures the planned public engagement, the number of risks associated with the project, and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

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

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

SCORING GUIDANCE (45 Points)

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

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

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

RESPONSE (Complete Risk Assessment):

SCORING GUIDANCE (85 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*85 points or 49 points. ~~The applicant will receive up to the full points based on the eight Risk Assessment elements, as identified within the application.~~

6. Cost-Benefit Ratio (100 Points) – This criterion will assess the project's cost-benefit ratio based on the total TAB-eligible project cost and total points awarded in the previous five criteria. Calculations must be based on the total project cost of TAB-eligible expenses.

A. *MEASURE: Calculate the cost-benefit ratio of the project.* The Scoring Committee will divide the total project cost by the total number of points awarded in the previous criteria (1-6).

- Cost-Benefit Ratio= total TAB-eligible project cost/total number of points awarded in previous criteria (1-6)

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

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

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

~~**TOTAL: 1,000 POINTS**~~

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