

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, October 19, 2017
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the September 21, 2017 Meeting*
- 4) TAB Report
- 5) TIP Amendment – I-394 and MN 62 Lane Re-Striping – Action Item 2017-28 *
- 6) 2018 Regional Solicitation: Measures and Scoring Guidance – Action Item 2017-29*
- 7) 2018 Regional Solicitation: Criteria/Measure Weighting – Action Item 2017-30*
- 8) 2018 Regional Solicitation: Awarding One Roadway Project per Functional Classification – Action Item 2017-31*
- 9) 2018 Regional Solicitation: Modal Funding Ranges – Action Item 2017-32*
- 10) 2018 Regional Solicitation: Qualifying Criteria and Eligibility – Action Item 2017-33*
- 11) 2018 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts – Action Item 2017-34*
- 12) 2018 Regional Solicitation: Inflation Rate and Year of Cost estimate – Action Item 2017-35*
- 13) 2018 Regional Solicitation: Release Regional Solicitation Package for Public Comment – Action Item 2017-36
- 14) TPP Update: Highway Revenue – Information Item*
- 15) Other Business
- 16) Adjournment

*Attachments

Full Packet

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
September 21, 2017

MEMBERS PRESENT: Tim Mayasich (Chair, Ramsey County), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT State Aid), Robert Ellis (Eden Prairie), Anna Flintoft (Metro Transit), Jack Forslund (Anoka County), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Karl Keel (Bloomington), Elaine Koutsoukos (TAB), Jen Lehmann (MVTA), Paul Oehme (Chanhassen), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), Lyndon Robjent (Carver County), Amanda Smith (MPCA), Nancy Spooner-Mueller (Minnesota DNR), Mackenzie Turner Bergen (MnDOT Bike & Ped), Anne Weber (St. Paul), and Joe Barbeau (staff)

1. Call to Order

The meeting was called to order at 1:30 p.m.

2. Adoption of Agenda

MOTION: Steve Peterson moved to adopt the agenda with removal of the TPP finance item. The motion was approved unanimously.

3. Approval of the Minutes from the August 17, 2017, Meeting

MOTION: Oehme moved to approve the minutes. Seconded by Lehmann. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the September 20, 2017, TAB meeting. There were no action items. There was an information item showing the requested re-scoring of the DNR project removed from the TIP at the August meeting. TAB directed staff to prepare a TIP amendment to add the West St. Paul Wentworth Avenue Trail Gap project to the 2018-2021 TIP. An information item on the Regional Solicitation Roadway applications led to discussions on whether a two-to-three-lane conversion is an expansion or a modernization, how to use Regional Solicitation funds to prepare the region for autonomous vehicles, the end of MnDOT’s mobility funding in 2023, and requiring maintenance on trails funded by Regional Solicitation. There were also information items on the Congestion Management Safety Plan Part Four (CMSP IV) and the TPP.

Mayasich said that in Ramsey County two-to-three lane projects are done for safety and accommodate bicycles, but are not really expansion projects. Robjent said that he would consider it a reconstruction. The Committee generally felt that this project type should remain in the Modernization category.

Koutsoukos said that the CMSP IV study could contribute to scoring of roadway projects. Steve Peterson added that CMSP IV includes non-freeway roadways and could be scored as an “either/or” measure along with the Principal Arterial Study.

Koutsoukos said that trails should be maintained year-around, including snow removal. Keel said that Bloomington interpreted snow removal as part of the existing maintenance requirement, while Robjent said that he did not. Jenson said that sometimes trails are not plowed because they’re used for snowmobiles. The group agreed to have the discussion continued at TAC.

5. 2018 Regional Solicitation: Multiuse Trails and Bikeways Applications – Information Item

Barbeau said that while the Pedestrian and Safe Routes to School applications were discussed at a previous meeting, the Multiuse Trails and Bikeways application was held off to consider incorporating the Regional Bicycle Barriers Study. However, this study will not be ready in time for inclusion in the Regional Solicitation. Therefore, minimal change is proposed in this funding category.

Jorgensen asked whether the Regional Bicycle Transportation Network (RBTN) updates would be reflected in the Regional Solicitation, to which Koutsoukos replied in the affirmative.

6. 2018 Regional Solicitation: Transit and TDM Applications – Information Item

Barbeau said that the Transit Work Group wants TAB to determine whether there is a problem related to suburban applications' difficulties competing with urban applications. Lehmann said that projects in the urban center are much more competitive than suburb-to-suburb projects and other suburban-based projects. Keel asked whether this was a function of the equity category or ridership, to which Lehmann said that it is a function of several scoring measures. Barbeau added that ridership is worth 300 points. Keel said that more riders leading to more points makes sense. Mayasich added that the urban core has more transit-dependent residents, though there is still suburban demand.

Mayasich said that allowing transit maintenance and support facilities is inconsistent since that is not allowed in the roadway categories. Flintoft said that the work group wanted TAB to field this question and added that in order to run buses, they have to be stored somewhere. Bly asked why this would be disallowed, adding that it would make sense if it is related to limited funding availability. Koutsoukos said that scoring the Heywood garage expansion was difficult, as it took credit for riders on every bus route that will use it. She added that this also threatens to double-count in some categories if improvements to related routes occur. Mayasich said that entities are supposed to maintain their facilities so this is a modal equity issue. Robjent said double-counting is unfair.

Barbeau said that the work group recommends allowing for up to a 100-percent deduction to ridership projections, as one survey commenter suggested that a one-billion-rider projection could still be scored too high. Lehmann added that the work group suggested that Council staff can review the methodology.

Flintoft asked why average weekday transit trips are suggested to replace annual trips. Barbeau said he'd check with Cole Hiniker, transit planner.

Barbeau said that the work group recommended that the Transit Modernization application eliminate the rider count component to the emission reduction measure and reduce the service and customer improvement criterion from three measures to one by eliminating operating and maintenance cost reduction and merging travel time reduction into rider improvements. Koutsoukos asked whether the travel time reduction element needs guidance, to which Flintoft said that the entire measure is qualitative.

Barbeau said that the current scoring in the Transit Modernization application totals 1,150 points and it should be at 1,100. Fifty points should be eliminated, likely from service and customer improvements, which is recommended to increase 50 points because of its importance; equity, which is recommended to increase 50 points to reflect the Transit Expansion application; or usage, which is recommended to increase 50 points to reflect the Transit Expansion application. Flintoft suggested keeping service and customer improvements at 200 points, with which Lehmann agreed. Koutsoukos suggested not increasing the equity score or removing 25 points each from equity and usage. The group agreed to the latter.

Barbeau said that the Travel Demand Management (TDM) work group suggested increasing role in the regional transportation system and economy and innovation by 100 points each at the expense of congestion reduction and air quality. Reducing the latter was because of the difficulty in quantifying the scores. Keel said that congestion and emissions reduction is the point of TDM. He said that it makes sense to increase the score in role in the regional transportation system and economy but perhaps the increase in innovation should be forgone in favor of returning 100 points to congestion reduction and air quality. Turner Barga asked who was on the work group, to which Koutsoukos replied that Transportation Management Organizations (TMOs) served. Turner Barga asked who applies in this category, to which Koutsoukos said that along with TMOs, non-profits apply. Turner Barga said that innovation is a valuable element.

Barbeau said that the TDM work group recommended shifting the focus of usage from projecting users to identifying target populations. Koutsoukos said that the number needs to be kept but needs to be better-explained.

Barbeau said that points can be reduced from the innovation criterion if duplication of efforts is proposed. Ryan Peterson asked whether innovative projects are high risk, to which Koutsoukos pointed out that they are high-risk by design, but there is only a \$300,000 maximum federal award.

The group agreed to shift the 300, 200, and 100 points in innovation to 200, 125, and 75.

7. 2018 Regional Solicitation: Risk Assessment – Information Item

Barbeau said that the Risk Assessment work group recommended four elements be included in the measure, as ten elements spread the impact too thinly. The group also recommends requiring better assurance from applicants that the local portion will be paid for. Koutsoukos added that this may be achieved through a board resolution.

Hager asked whether there is an understanding about what is meant by “geometrics” in the layout. Brown replied that lane widths are not needed. Robjent said that there needs to be evidence of progress and understanding of whether there is right-of-way impact. Hager suggested that location of modals access, turn lanes, right-of-way and the edge of project limits are needed. She will provide a sample to which the application can link.

8. 2018 Regional Solicitation: Equity Scoring Criterion – Information Item

Barbeau said that the equity work group recommends inclusion of community engagement and outreach as an equity scoring element along with better definition of negative project elements.

Lehmann expressed concern over the three points for public outreach. She suggested using Title VI reviews instead, though that occurs well after the application period. Barbeau said that this was a discussion point within the work group. Some work group members felt that outreach to impacted communities is key to the most equitable outcome; in some cases, this could be as simple of a question as “do we even want this project.”

9. Other Business

Lehmann asked about the extent of city representation on the TPP update and within the TAC Planning Committee, which reviews the TPP elements. She also asked whether the Funding & Programming Committee should be included. Peterson replied that TAC has city membership and that only the finance chapter from the TPP is slated for review by the Funding & Programming Committee.

10. Adjournment

The meeting was adjourned.

ACTION TRANSMITTAL No. 2017-28

DATE: October 9, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018-2021 TIP Amendment for MnDOT: I-394 and MN 62 Lane Re-Striping
REQUESTED ACTION: MnDOT requests an amendment to the 2018-2021 TIP to add a project to re-stripe lanes on I-394 and MN 62 (SP # 8825-665)
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC an amendment of the 2018-2021 TIP to add a project to re-stripe lanes on I-394 and MN 62 (SP # 8825-665)

BACKGROUND AND PURPOSE OF ACTION: This amendment is to add a project (SP 8825-665) that received funds from the 2017 Minnesota Legislature Transportation Funding package (Chapter 3) to state fiscal year 2018 of the 2018-2021 TIP. The project, which will add temporary lanes on I-394 and MN 62 as mitigation during the I-35W/Lake Street project, has been determined to be regionally significant and subject to the TIP amendment process.

The project includes re-striping a segment on I-394 (restriped to four lanes in both directions from I-94 to MN 100) and on MN 62 (westbound lanes from two to three lanes from Valley View Rd to MN 100). These lanes would be temporary during the construction period for the I-35W/Lake Street project, expected to be significantly completed in 2021.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds and projects deemed regionally significant must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP per these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because state funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015 and with FHWA/FTA conformity determination established on March 13, 2015. Approval of this TIP amendment must be contingent on the approval of the 2018-2021 TIP by FHWA during the fall of 2017. The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally significant project as part of its conformity analysis for the 2018-2021 TIP. The analysis has resulted in a conformity determination that the projects included in the 2018-2021 TIP will meet all relevant regional emissions analysis and budget tests. The 2018-2021 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings along with a

21-day public comment period for this amendment due to the project's regional significance in adding capacity.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & recommend	
Technical Advisory Committee	Review & recommend	
Transportation Advisory Board	Review & release for public comment	
Transportation Advisory Board	Review & adopt	
Metropolitan Council Transportation Committee	Concur	-
Metropolitan Council	Concur	-

Please amend the 2018-2021 Transportation Improvement Program (TIP) to add the following project in program year 2018.

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S
-	2018	M	M	I-394 MN 62	8825-665	MNDOT	**17NEW**CHAP 3**I394, WB 394 FROM TH 94 IN TO TH 100 IN, RESTRIPE TO 4 LANES AND TH 62, WB TH 62 FROM VALLEY VIEW ROAD TO NB TH 100 EXIT RAMP, RESTRIPE TO 3 LANES, TEMP TRAFFIC MITIGATION	2.5

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	BOND	OTHER \$
TM	TRAFFIC CONTROL DEVICES	SF	\$756,000	-	-	-	756,000	-	-

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is to add a project (SP 8825-665) that received funds from the 2017 Minnesota Legislature Transportation Funding package (Chapter 3) to state fiscal year 2018 of the 2018-2021 TIP. The project, adding temporary lanes on I-394 and MN 62 as mitigation during the I-35W/Lake Street project, has been determined to be regionally significant and subject to the TIP amendment process.

The transportation package gave MnDOT additional general obligation (GO) state funds, bonds for State Road Construction (SRC), and bonds for a Corridors of Commerce program. This project is funded with state funds. There are additional projects being added via the streamlined process to SFY2018 that are not regionally significant. These projects address the District's roadside infrastructure needs that could be easily developed and delivered in a short time period. The remaining new funding from the 2017 transportation packer for projects in years 2019-2022 will be incorporated into the development of the 2019-2022 TIP.

The project includes re-striping a segment on I-394 (restriped to four lanes in both directions from I-94 to MN 100) and on MN 62 (westbound lanes from two to three lanes from Valley View Rd to MN 100). These lanes would be temporary during the construction period for the I35W/Lake Street project, expected to be significantly completed in 2021.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money x
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects X
- Earmark or HPP not affecting fiscal constraint
- Other

SP 8825-665 will be funded with \$635,000 in state funds from the 2017 Minnesota transportation package as well as \$121,000 coming from another project, 2789-156. The change in funding to 2789-156 will require an administrative STIP modification after this amendment is completed. This will fully fund the project, therefore maintaining fiscal constraint.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination X*
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

*The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project.

Appendix B

Conformity Documentation Of the 2018-2021 Transportation Improvement Program to the 1990 Clean Air Act Amendments May 9, 2014

Air Quality Conformity

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an EPA-designated limited maintenance area for carbon monoxide. A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown below. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced, but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a "limited maintenance plan." Every Transportation Policy Plan (TPP) or Transportation Improvement Program (TIP) approved by the Council must be analyzed using specific criteria and procedures defined in the Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget. A conforming TIP and TPP must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval.

The analysis described in the appendix has resulted in a Conformity Determination that the the 2018-21 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Public Involvement & Interagency Consultation Process

The Council remains committed to a proactive public involvement process used in the development and adoption of the TIP as required by the Council's [Public Participation Plan for Transportation Planning](#). An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA, and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the TIP. An interagency conformity work group provides a forum for interagency consultation on technical conformity issues, and has met in person and electronically over the course of the development of the 2040 TPP.

Emissions Test

In 2010, the EPA approved a Limited Maintenance Plan for the maintenance area. A limited maintenance plan is available to former non-attainment areas which demonstrate that monitored concentrations of CO remain below 85% of the eight-hour NAAQS for eight consecutive quarters. MPCA CO monitoring data shows that eight-hour concentrations have been below 70% of the NAAQS since 1998 and below 30% of the NAAQS since 2004.

Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that “an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result.” No regional modeling analysis is required; however, federally funded projects are still subject to “hot spot” analysis requirements.

The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations continue to demonstrate attainment of the CO NAAQS. The following additional programs will also have a beneficial impact on CO emissions and ambient concentrations: ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used in the State Implementation Plan; a regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; adoption of *Thrive MSP 2040*, which supports land use patterns that efficiently connect housing, jobs, retail centers, and transit-oriented development along transit corridors; and the continued involvement of local government units in the regional 3C transportation planning process, which allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses as part of a coordinated regional growth management strategy. For all of these reasons, the Twin Cities CO maintenance areas will continue to attain the CO standard for the next 10 years.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2018-2021 TIP and certifies that it conforms to the State Improvement Plan and does not conflict with its implementation. All transportation system management strategies which were the adopted transportation control measures for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs nor fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. A list of officially adopted transportation control measures for the region may be found in the Nov. 27, 1979, Federal Register notice for EPA approval of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan. Details on the status

of adopted Transportation Control Measures can be found in the 2040 Transportation Policy Plan, in [Appendix E](#).

Federal Requirements

The 2018-2021 TIP meets the following Conformity Rule requirements:

Inter-agency consultation: The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.

Regionally significant and exempt projects: The analysis includes all known federal and nonfederal regionally significant projects. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified.

Donut areas: No regionally significant projects are planned or programmed for the City of New Prague. Regionally significant projects were identified for Wright County to be built within the analyses period of the Plan and incorporated into the conformity analysis.

Latest planning assumptions: The published source of socioeconomic data for this region is the Metropolitan Council's *Thrive MSP 2040*. The latest update to these forecasts was published in May 2014.

Public Participation: The TIP was prepared in accordance with the Public Participation Plan for Transportation Planning, adopted by the Council on Feb. 14, 2007. This process satisfies federal requirements for public involvement and public consultation.

Fiscal Constraint: The TIP addresses the fiscal constraint requirements of the Conformity Rule.

The Council certifies that the TIP does not conflict with the implementation of the State Implementation Plan, and conforms to the requirement to implement the Transportation System Management Strategies, which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.

Any TIP projects that are not specifically listed in the plan are consistent with the goals, objectives, and strategies of the plan and will not interfere with other projects specifically included in the plan.

There are no projects which have received NEPA approval and have not progressed within three years.

Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

List of Regionally Significant Projects

Pursuant to the Conformity Rule, the projects listed in the TIP and Transportation Policy Plan (see Appendix C) were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

"Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model, and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the Transportation Improvement Program are listed at the end of this appendix. Projects which are classified as exempt must meet the following requirements:

- The project does not interfere with the implementation of transportation control measures.
- The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed list of projects to be completed by 2040 including the following:

- Existing regionally significant highway or transit facilities, services, and activities;
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction or undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming Transportation Improvement Program, or;

- have completed the NEPA process, or;
- listed in the 2018-2021 Transportation Improvement Program, or;
- listed in the Transportation Policy Plan (Appendix C), or;
- identified for Wright County.

Each project was assigned to a horizon year (open by January of 2020, 2030 or 2040) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this appendix. The resulting list of regionally significant projects is shown below.

Horizon Year 2020

Rebuild and Replace Highway Assets

- I-35W: from MN36/MN280 in Roseville to just N I694 in Arden Hills/new Brighton- Auxiliary lanes (6284-180AC1)
- I-35W MnPASS Southbound from downtown Minneapolis to 46th St.
- TH 100: from 36th St to Cedar Lake Rd in St. Louis Park - reconstruct interchanges including constructing auxiliary lanes
- TH 169: Bridge replacement over nine mile creek in Hopkins

Strategic Capacity Enhancements

- I-94: EB from 7th St Exit to Mounds Blvd in St Paul- add auxiliary lane
- TH 55: from N Jct MN149 to S Jct MN149 in Eagan- widen from 4-lane to 6-lane
- I-494 SB from I-94/I-694 to Bass Lake Road: add auxiliary lane
- I-494 from CSAH 6 to I-94/I-694: Construct one additional lane in each direction
- I-494 from TH 55 to CSAH 6, construct one auxiliary lane
- I-494 NB from I-394 to Carlson Pkwy, construct auxiliary lane
- I-694 from Lexington Ave to east of Rice St: Construct one additional lane in each direction
- I-94 from TH 241 in St. Michael to TH 101 in Rogers: Extend westbound ramp, add westbound lane through TH 101 interchange, and add eastbound lane between the interchanges
- I-35E MnPASS Extension from Little Canada Road to County Road J
- TH 610 from I-94 to Hennepin County 81: Complete 4-lane freeway
- TH 5 from 94th St to Birch St in Waconia: Widen to 4-lanes
- TH 62 from France Ave to Xerxes: Construct EB auxiliary lane
- TH 55 from Plymouth Blvd to Vicksburg Ln in Plymouth, Construct WB auxiliary lane.
- I-94: SB I-694 to I-94 EB and I-694 NB to I-94 EB ramps: modify the CD road and convert to individual exists.
- US 169 at Scott County 3 in Belle Plaine, construct new overpass
- MN 41 between US 212 and CSAH 14: Reconstruction and expansion

- US 52 at CSAH 42 in Rosemount: Reconstruct to 4-lane divided, bridges and access ramps
- I-35W in Burnsville: Add Auxilliary lanes between Black Dog Rd and 106th Street
- I-494 in South St Paul and Inver Grove Heights: Add Auxillary lanes between Hardman Ave and Bovey Ave.
- I-35W from CR C in Roseville to Lexington Ave in Lino Lakes: Construct MNPASS LaneI-694 in Arden Hills: Construct 2 lane entrance ramp from US 10 to EB694
- US 10 from SB I-35W to CSAH 96 in Arden Hills: Construct two lane exit from I-35W, construct auxillary lane on US 10.
- US 169 from MN 41 to Scott County Road 69 in Jackson Twp: Construct Frontage road

Regional Highway Access | Horizon Year 2020

- US 10 at Armstrong Blvd in Ramsey: New interchange and rail grade separation
- US 52 at Dakota CSAH 86 in Randolph Township – grade separated crossing
- I-94 at 5th/7th Street in Minneapolis- reconstruct interchange to close 5th street ramp and replace it with one at 7th street.
- I-494 at CSAH 28 in Bloomington: Construct ramp to WB I-494 including new bridge.
- US 169 at MN 41 in Jackson Twp: Construct interchange
- MN 36 at Hadley Ave in Oakdale: Construct interchange

Transitway System

- METRO Orange Line
- Arterial BRT along Snelling Ave in Saint Paul from 46th St. Station on METRO Blue Line to Roseville
- Arterial BRT along Penn Ave in Brooklyn Center and Minneapolis
- Cedar Grove Transit Station in Eagan

Other Regionally Significant Transit Expansion

- Stillwater Park and Ride at TH 36

2011 Regional Solicitation Selected Projects

- St. Paul East 7th Street: Limited stop transit service demonstration
- St. Paul Pierce Butler Rte: from Grotto St to Arundel St at Minnehaha Ave- extension on a new alignment as a 4-lane roadway
- 105th Ave: extension to 101st Ave W of I-94 in Maple Grove
- Lake Street and I-35W – Minneapolis purchases ROW, begin engineering and construction
- TH 149: from TH 55 to just N of I-494 in Eagan-reconstruct from 4-lane to 5-lane
- Anoka CSAH 11: from N of Egret Blvd to N of Northdale Blvd - reconstruction of CSAH 11 (Foley Blvd) as a 4-lane divided roadway

- Hennepin CSAH 34: from W 94th St to 8500 Block in Bloomington - reconstruction of CSAH 34 (Normandale Blvd) as a 4-lane divided roadway
- *Hennepin CSAH 53: from just W of Washburn Ave to 16th Ave in Richfield- reconstruct to a 3-lane section center turn lane, raised concrete median, signal replacement, sidewalks, on-road bikeways
- Hennepin CSAH 81: from N of 63rd Ave N to N of CSAH 8 in Brooklyn Park - reconstruct to a multi-lane divided roadway
- Hennepin CSAH 35: from 67th St to 77th St in Richfield-reconstruct including transit, bicycle, and pedestrian facilities
- Scott CSAH 17: from S of CSAH 78 to N of CSAH 42 - reconstruct as a 4-lane divided roadway
- Anoka CSAH 116 from east of Crane St through Jefferson St – reconstruct to 4-lane divided roadway

2014 Regional Solicitation Selected Projects

- Scott County: TH 169 and TH 41 interchange
- Eagan: Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway
- Washington County: TH 36/Hadley interchange
- Dakota County: CSAH 42/TH 52 interchange
- Washington County: CSAH 13 expansion
- Hennepin County: CSAH 81 expansion
- Bloomington: E Bush Lake Road I-494 WB entrance ramp
- Anoka County: CSAH 78 expansion from 139th Ln to CSAH 18
- Carver County: TH 41 expansion
- St. Louis Park: Beltline Park and Ride
- Metro Transit: Route 62 service expansion
- MVTA: 169 connector service
- Metro Transit: Route 2 service expansion
- Metro Transit: Emerson-Fremont Ave corridor bus and technology improvements
- Metro Transit: Chicago Ave corridor bus and technology Improvements

2016 Regional Solicitation Selected Projects

- Brooklyn Center: US 252/66th Avenue Interchange
- Louisville Township: US 169 and CSAH 14 interchange
- Dayton: Brockton lane interchange
- Roseville: Snelling Avenue expansion
- Washington County: US 36 and Manning Avenue interchange
- Richfield: 77th Street underpass of CSAH 77
- Brooklyn Park: US 169 and 101st Avenue interchange

Projects Outside of Metropolitan Planning Area, Inside Maintenance Area

- I-94: from MN 25 to CSAH 18 – reconstruction including addition of auxiliary lanes
- CSAH 19 in Alberville: Extend Multilane Roadway from Lamplight Dr to N of 70th St

Horizon Year 2030

MnPASS Investments | Horizon Year 2030

- I-35W from MN 36 to US 10 – construct MnPASS Lane
- I-94 from Cedar Avenue to Marion Street – construct MnPASS Lane

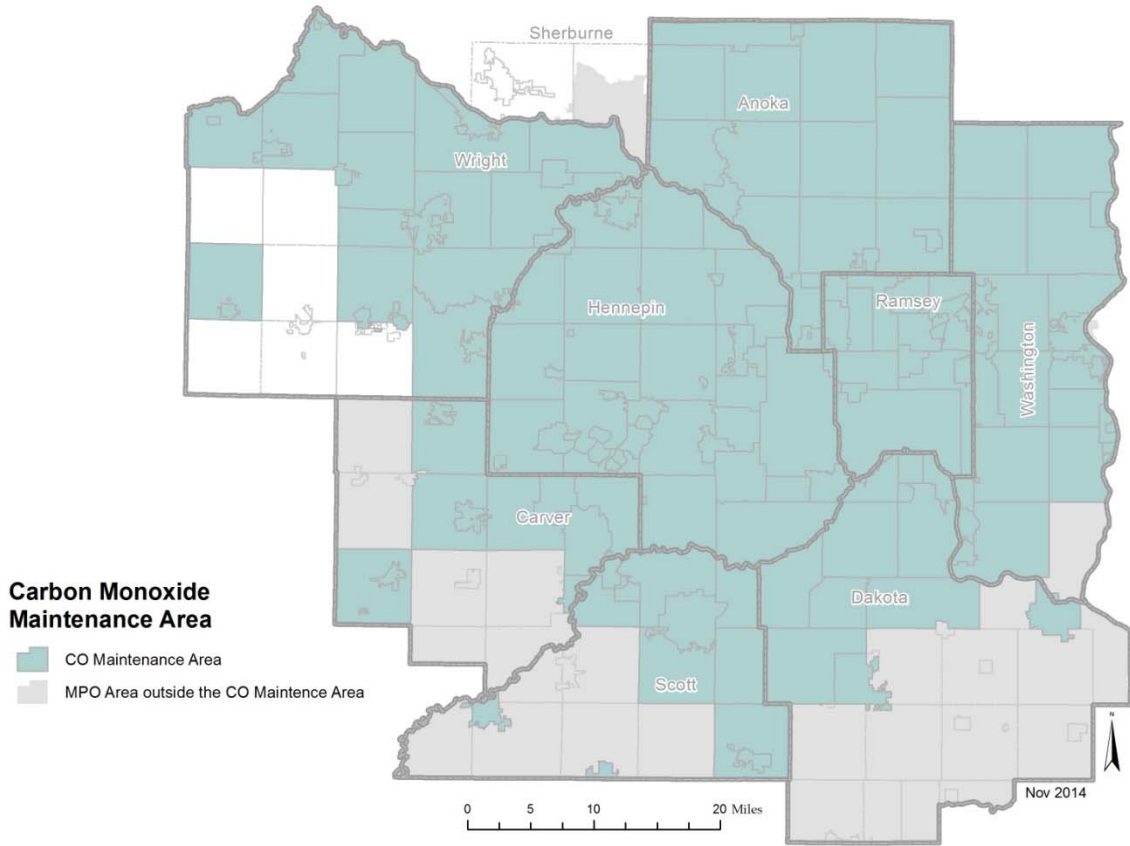
Transitway System | Horizon Year 2030

- METRO Green Line extension
- METRO Blue Line extension
- METRO Gold Line dedicated BRT
- Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington
- METRO Red Line Stage 2 improvements including extension of BRT service to 181st Street in Lakeville

Horizon Year 2040

- No projects identified

Figure E-1: Carbon Monoxide Maintenance Area



May 31, 2017

Ms. Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Draft 2018-2021 Draft Transportation Improvement Program

Dear Ms. Koutsoukos:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2018-2021 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a checklist of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "Fixing America's Surface Transportation Act (FAST Act) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long-range forecasts of regional highway and transit facility needs.

On November 8, 2010, the EPA approved a Limited Maintenance Plan request for the Twin Cities maintenance area. Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that "an emission budget may be treated as essentially not constraining for the length of the maintenance period". The reason is that it is unreasonable to expect that the Twin Cities maintenance area will experience so much growth within this period that a violation of CO National Ambient Air Quality Standard (NAAQS) would result. Therefore, no regional modeling analysis is required, however federally funded projects are still subject to "hot spot" analysis requirements. The limited maintenance plan adopted in 2010, determines that the level of CO emissions and resulting ambient concentrations will continue to demonstrate attainment of the CO NAAQS.

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on November 10, 2010. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule.

Ms. Elaine Koutsoukos
Page 2
May 31, 2017

Based on this review, the analysis described in the conformity Appendix B and submitted by the Council, the MPCA concurs with the conformity determination that the projects included in the 2018-2021 Draft TIP meet all relevant conformity emissions analysis and budget tests as described therein. The 2018-2021 TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

The MPCA staff appreciates the opportunity given to review this document as part of the EPA Transportation Conformity Rule consultation process. The MPCA staff also appreciates the cooperation of the interagency consultation group that includes the Council, EPA, Minnesota Department of Transportation (MnDOT), and Federal Highway Administration (FHWA) for their immediate assistance in resolving all policy and technical analysis issues with respect to the projects' air quality classification and their willingness to accept the suggested course of action.

Please contact me if you have any questions at 651-757-2347 or innocent.eyoh@state.mn.us.

Sincerely,



Innocent Eyoh
Planner Principal
Air Assessment Section
Environmental Analysis and Outcomes Division

IE:vs

cc: Kris Riesenber, FHWA
Michael Leslie, Region 5, U.S. EPA
Jonathan Ehrlich, Metropolitan Council
Nick Thompson, Metropolitan Council
Joe Barbeau, Metropolitan Council
Steve Albrecht, Technical Advisory Committee (TAC) Chair
Timothy Mayasich, TAC Funding and Programing Committee Chair
Bobbi Retzlaff, MnDOT
Lynne Bly, MnDOT
Dave Thornton, MPCA
Shannon Lotthammer, MPCA
Frank Kohlasch, MPCA
Mary Jean Fenske, MPCA
Amanda Jarrett Smith, MPCA

Exempt Projects

Certain transportation projects eligible for funding under Title 23 U.S.C. have no impact on regional emissions. These are "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as listed in Section 93.126 of the Conformity Rules) are excluded from the regional emissions analyses required in order to determine conformity of the Transportation Policy Plan and the TIP.

The following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the TIP. Except for projects given an "A" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the air quality conformity requirements. Ultimate responsibility for determining the need for a hot-spot analysis for a project rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to possible conformity requirements.

Projects that Do Not Impact Regional Emissions

Safety

- S-1: Railroad/highway crossing
- S-2: Hazard elimination program
- S-3: Safer non-federal-aid system roads
- S-4: Shoulder improvements
- S-5: Increasing sight distance
- S-6: Safety improvement program
- S-7: Traffic control devices and operating assistance other than signalization projects
- S-8: Railroad/highway crossing warning devices
- S-9: Guardrails, median barriers, crash cushions
- S-10: Pavement resurfacing and/or rehabilitation
- S-11: Pavement marking demonstration
- S-12: Emergency relief (23 U.S.C. 125)
- S-13: Fencing
- S-14: Skid treatments
- S-15: Safety roadside rest areas
- S-16: Adding medians
- S-17: Truck climbing lanes outside the urbanized area
- S-18: Lighting improvements
- S-19: Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- S-20: Emergency truck pullovers

Transit

- T-1: Operating assistance to transit agencies
- T-2: Purchase of support vehicles
- T-3: Rehabilitation of transit vehicles
- T-4: Purchase of office, shop, and operating equipment for existing facilities
- T-5: Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
- T-6: Construction or renovation of power, signal and communications systems
- T-7: Construction of small passenger shelters and information kiosks
- T-8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)
- T-9: Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way
- T-10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- T-11: Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

Air Quality

- AQ-1: Continuation of ridesharing and vanpooling promotion activities at current levels
- AQ-2: Bicycle and pedestrian facilities

Other

- O-1: Specific activities that do not involve or lead directly to construction, such as planning and technical studies, grants for training and research programs, planning activities conducted pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions
- O-2: Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action
- O-3: Noise attenuation
- O-4: Advance land acquisitions (23 CFR 712 or 23 CFR 771)
- O-5: Acquisition of scenic easements
- O-6: Plantings, landscaping, etc.
- O-7: Sign removal
- O-8: Directional and informational signs
- O-9: Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities)
- O-10: Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

Projects Exempt from Regional Emissions Analyses that May Require Further Air Quality Analysis

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and Transportation Improvement Program. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with the MPCA, MnDOT, EPA, and FHWA (in the case of a highway project) or FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hot-spot analysis. A final determination of the intersections that require an analysis by the project applicant rests with the U.S. DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

- E-1: Intersection channelization projects
- E-2: Intersection signalization projects at individual intersections
- E-3: Interchange reconfiguration projects
- E-4: Changes in vertical and horizontal alignment
- E-5: Truck size and weight inspection stations
- E-6: Bus terminals and transfer points

Non-Classifiable Projects

Certain unique projects cannot be classified, as denoted by "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt or intersection-level analysis category, but they are clearly not of a nature that would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules) may be approved, funded and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, Transportation Improvement Programs, or projects not from a conforming plan and Transportation Improvement Program, must include such regionally significant traffic signal synchronization projects.

Regionally Significant Projects

The following codes identify the projects included in the "action" scenarios of the air quality analysis:

- A-20: Action Year 2020
- A-30: Action Year 2030
- A-40: Action Year 2040

ACTION TRANSMITTAL No. 2017-29

DATE: October 2, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation Application Categories
REQUESTED ACTION: Recommend the attached measures and scoring guidance for each application category for the 2018 Regional Solicitation
RECOMMENDED MOTION: That TAC Funding and Programming recommend to TAC the attached measures and scoring guidance for each application category for the 2018 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The Twin Cities Metropolitan Area selects projects for funding from two federal programs: Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The attached materials include the 10 application categories, criteria for each category, proposed measures within the criteria, and proposed scoring guidance for the 2018 Regional Solicitation.

Key Changes Proposed:

Proposed changes to Universal Measures

- Reduction in the number of sub-measures in the Risk Assessment form to fewer, more significant sub-measures (shown in the individual application categories). (Pages 6-24, 6-49, 6-72, 6-89, 6-103, 6-122, 6-151, 6-165, and 6-179)
- Adjustment of the Equity measure to incorporate community engagement and to better address negative externalities (shown as measure 3A in each category). (Pages 6-9, 6-37, 6-60, 6-83, 6-98, 6-113, 6-131, 6-144, 6-158, and 6-173)

Proposed changes to Roadway Measures

- Changes to the "Role in the Regional Transportation System and Economy" criterion:
 - Incorporation of the Principal Arterial Intersection Conversion Study into scoring (Expansion and Reconstruction/Modernization). (Measure 1A; pages 6-5 and 6-31)
 - Incorporation of the Congestion Management and Safety Plan (CMSP) into scoring (Reconstruction/Modernization). (Measure 1A; page 6-31)
 - Incorporation of the Regional Truck Corridor Study into scoring instead of the Freight Projects Elements measure (Expansion and Reconstruction/Modernization). (Measure 1C; pages 6-7 and 6-33)
 - Addition of Integration Within Existing Traffic Management Systems and Coordination with Other Agencies measures (Roadway System Management). (Measures 1C and 1D; page 6-57)
- Clarification that traffic projections should be based on the average weekday, disallowing peak holiday traffic or other events (Expansion and Reconstruction/Modernization). (Measure 5A; pages 6-16 and 6-43)
- Incorporation of the Regional Bicycle Transportation Network into the Multimodal Elements and Existing Conditions criterion. (Measure 7/5; pages 6-23, 6-48, 6-71, and 6-88)
- Roadway System Management:

- Shifting from Date of Equipment Installation measure to Obsolete Equipment to gauge infrastructure needs. (Measure 4; page 6-65)
- Change in the Vehicle Delay Reduced and Kg of Emissions Reduced measures from quantitative measures to qualitative measures. (Measures 5A and 5B; page 6-66)
- Addition of a qualitative safety measure scoring project characteristics and inclusion in local safety plans. (Measure 6B; page 6-69)

Proposed changes to Transit Measures:

- Incorporation of ability to deduct points from emissions reductions if no methodology is provided for Usage (Expansion only). (Measure 4; page 6-102)
- Change Emissions Reduction from a quantitative to qualitative measure (Modernization only). (Measure 4; page 6-117)
- Merger of Service and Customer Improvements criterion into one measure by eliminating of operating and maintenance cost saving measure and moving travel time savings into rider improvements measure. (Modernization only). (Measure 5; page 6-119)

Proposed changes to Travel Demand Management (TDM) Measures:

- Scoring of usage, in part, on the project's focus on target populations or groups. (Measure 2; page 6-130)
- Definition of a "trip" as a journey from origin to destination (Measure 4B; page 6-134)
- Introduction of points for replicating a successful project in another region and ability to reduce points for redundant projects in the "Innovation" criterion (Measure 5; page 6-136)

Proposed changes to Bicycle/Pedestrian Measures:

- Addition of a new measure, providing points to applicants that remove snow from trails (Multiuse Trails and Bicycle Facilities). (Measure 2B; page 6-143)

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

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Review & Recommend	-
Metropolitan Council	Concurrence	-

Roadway Expansion – Prioritizing Criteria and Measures

September 20, 2017

Definition: A roadway project that adds thru-lane capacity. Projects must be located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map. However, A-minor connectors cannot be expanded with new thru-lane capacity with these federal funds per regional policy and must apply in the Reconstruction/Modernization and Spot Mobility application category.

Examples of Roadway Expansion Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	175 210	19 7.5%
Measure A - Average distance to nearest <u>Level of Congestion and Principal Arterial Intersection Conversion Study Priorities-parallel roadways</u>	80	
Measure B - Connection to Total Jobs, and Manufacturing/Distribution Jobs, <u>and Students</u>	30 50	
Measure C - Current daily heavy commercial traffic <u>Regional Truck Corridor Study Tiers</u>	50 80	
- Measure D—Freight project elements	15	
2. Usage	175	16 7.5%
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	100	10 9%
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age	75 40	7.5 4%
Measure A - Date of construction	75 40	
5. Congestion Reduction/Air Quality	150	15 14%
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	150	15 14%
Measure A - Crashes reduced	150	
7. Multimodal Elements and Existing Connections	100	10 9%
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
8. Risk Assessment	75	7%
Measure A - Risk Assessment Form	75	
9. Cost Effectiveness	100	9%

Roadway Expansion

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

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

- A. **MEASURE:** Address how the project ~~route fulfills its role in the regional transportation system as identified by its current functional classification. Respond as appropriate to one type of functional classification.~~ may provide relief for congested parallel routes and how the project area is prioritized in the Principal Arterial Intersection Conversion Study. Respond to each of the two sub-sections below. Projects will get the highest score of the two sub-section sections.

Congestion on Parallel Routes:

The measure will analyze the level of congestion on the parallel A-minor arterial or principal arterial to determine the importance of the Reliever roadway in reducing congestion on the Regional Highway System. Council staff will use Streetlight travel speed data on an applicant-selected parallel route to the proposed project. The analysis will compare the peak hour travel speed on a parallel route to free-flow conditions on this same route to see whether the proposed project could relieve congestion on the parallel route too. The applicant must identify the parallel corridor as part of the response.

RESPONSE (Calculation):

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

Principal Arterial Intersection Conversion Study:

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

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

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

- Proposed interchange or at-grade project that reduces delay at a High Priority Intersection: (80 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection: (60 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection: (50 Points)
- Proposed interchange that reduces delay at a Medium Priority Intersection: (40 Points)

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

SCORING GUIDANCE (80 Points)

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

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

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

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

The scorer will assess if the applicant would score highest with congestion on parallel routes part of the measure or the Principal Arterial Intersection Conversion Study part of the measure and give the applicant the highest of the ~~three~~ two scores out of a maximum of ~~65~~80 points. However, all interchange projects must only use the scoring output from the Principal Arterial Intersection Conversion Study.

Note: Due to the use of multiple sub-sections, two applicants may receive the full ~~65~~80 points.

~~Four projects (one each for Augmentor, Expander, Reliever, and Non-Freeway Principal Arterial) may receive the full points. Remaining projects will receive a proportionate share of the full points (awarded to the top score in the appropriate functional classification). For example, if the Expander being scored had a distance of 8 miles and the top Expander project had an average distance of 10 miles, this applicant would receive $(8/10) * 80$ points or 64 points. Metropolitan Council staff will provide average distance data for all Augmentor, Expander, and Non-Freeway Principal Arterial projects to ensure consistency of methodology between applications.~~

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

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

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

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

SCORING GUIDANCE (350 Points)

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

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive $(1,000/1,500) * \del{30}\u{50}$ points or ~~20~~33 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure. For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive $(1,000/1,500) * \del{30}\u{50}$ points or ~~20~~33 points.

The applicant with the highest number of post-secondary students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive $(1,000/1,500) * \del{18}\u{30}$ points or ~~12~~20 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of ~~30~~50 points.

Note: Due to the use of multiple sub-measures, two applicants will can receive the full ~~30~~50 points.

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

Use the final study report for this measure:

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

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

- Along Tier 1: (80 Points)
- Along Tier 2: (60 Points)
- Along Tier 3: (40 Points)
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: (10 Points)
- None of the tiers: (0 Points)

Roadway Expansion

C. Provide the current daily heavy commercial traffic at one location along the A-Minor Arterial or Non-Freeway Principal Arterial's project length. It is required that an actual count is collected, or that available data from within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires.

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

RESPONSE:

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

SCORING GUIDANCE (50 Points)

The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive $(750/1,000)*50$ points, or 38 points.

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

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

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

SCORING GUIDANCE (15 Points)

The project with the most comprehensive freight elements included as part of the project will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

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

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

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2015-2017)
- For new roadways, identify the estimated existing daily traffic volume based on traffic modeling.

RESPONSE:

- Location: _____
- Current AADT volume: _____
- Existing Transit Routes on the Project: _____
- Transit routes that will likely be diverted to ~~a~~ the new proposed roadway (if applicable): _____

SCORING GUIDANCE (110 Points)

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

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

- For new roadways, identify the modeled forecast daily traffic volume ~~if this information is available. If not available, then identify the forecast volumes that will be relocated from any parallel roadway(s) to the new roadway.~~

RESPONSE:

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

OR

RESPONSE:

Roadway Expansion

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

SCORING GUIDANCE (65 Points)

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

3. Equity and Housing Performance (100 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. MEASURE: Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. ~~Describe the project’s positive benefits, and negative impacts, and mitigation for low income populations; people of color; children, people with disabilities, and the elderly.~~ Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score 0 to 30 Points)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score 0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score 0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score 0 to 12 Points)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

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

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

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

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

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

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

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

SCORING GUIDANCE (30-30 Points)

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

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*30$ points or 15 points. Note also that it is possible to score negative points on this measure.

- B. MEASURE: Metropolitan Council staff will award points to the project based on the ~~2015-2017~~ Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction.

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

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result.

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

- City/Township: _____
- Length of Segment (Population for stand-alone projects from Regional Economy map) within City/Township: _____

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2015-2017~~ Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90)*70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the

Roadway Expansion

proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewer development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

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

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

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

- For new roadways, identify the average age of the parallel roadways from which traffic will be diverted to the new roadway.

RESPONSE:

- Year of original roadway construction or most recent reconstruction: _____
- Segment length: _____

SCORING GUIDANCE (75-40 Points)

The applicant with the oldest roadway will receive full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored was constructed 41 years ago and the oldest project was constructed 48 years ago, this applicant would receive $(41/48) * 75$ 40 points or 64-34 points.

Note: Because of the reporting of year of construction, it is possible for multiple projects to receive the full allotment of 75-40 points.

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

A. **MEASURE:** Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection (or rail crossing) can be added together to determine the total delay reduced by the project. If expanding thru lanes or building a new interchange on an existing signalized corridor, signal retiming must be completed in the five-year time period before the project was submitted for funding (i.e., completed a signal retiming between 2013 and 2018), consistent with regional policy in the 2040 Transportation Policy Plan.

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

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

- Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
- Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals)
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year

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

RESPONSE (Calculation):

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): _____
- Volume (Vehicles Per Hour): _____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____
- EXPLANATION of methodology used to calculate railroad crossing delay, if applicable, or date of last signal retiming for signalized corridors (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (100 Points)

The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive $(5,000/25,000)*100$ points, or 20 points. If expanding thru lanes or building a new interchange on an existing signalized corridor, signal retiming must be completed in the five-year time period before the project was submitted for funding (i.e., completed a signal retiming between 2013 and 2018), consistent with regional policy in the 2040 Transportation Policy Plan. If the date of the signal retiming is more than five years past, then the project will be disqualified as part of the qualifications review of the projects. Applicants will provide that date as part of the explanation for this measure.

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

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

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

RESPONSE (Calculation):

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

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

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

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

However, new roadways will also generate new emissions compared to existing conditions as traffic diverts from the parallel roadways. The applicant needs to estimate four variables to determine the new emissions generated once the project is completed on any major intersections. Those variables include: speed, vehicle mile traveled, delay, and total vehicle stops. The applicant needs to detail any assumptions used for conditions after the project is built. The variables will be used in the exact same equation used Synchro required of the other project types.

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

Parallel Roadways

Enter data for Parallel Roadways.

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

RESPONSE (Data Input and Calculation):

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

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

Emissions Reduced on Parallel Roadways _____ (Online Calculation)

New Roadway Portion

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

Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

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

$K2 = 0.7329$

$K5 = 0.0000061411 * Speed^2$

F2 = Fuel consumption in gallons

$CO = F2 * 0.0699 \text{ kg/gallon}$

$NO_x = F2 * 0.0136 \text{ kg/gallon}$

$VOC = F2 * 0.0162 \text{ kg/gallon}$

Total = Total Peak Hour Emissions reduced on Parallel Roadways – (CO + NOx + VOC)

Roadway projects that include railroad grade-separation elements:

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

RESPONSE (Calculation):

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

Roadway Expansion

- Total stops in vehicles per hour without the project: _____ (Applicant inputs number)
- Cruise speed in miles per hour with the project: _____ (Applicant inputs number)
- Vehicle miles traveled with the project: _____ (Applicant inputs number)
- Total delay in hours with the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour with the project: _____ (Applicant inputs number)
- Fuel consumption in gallons (F1)
- Fuel consumption in gallons (F2)
- Fuel consumption in gallons (F3)
- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
- EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

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

$$K2 = 0.7329$$

$$K3 = 0.0000061411 * Speed^2$$

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

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

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

$$F3 = F1 - F2$$

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

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

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

Equation Automatically Provides Emissions Reduced:

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

SCORING GUIDANCE (50 Points)

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

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

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

Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application. Applicants should focus on the crash analysis for reactive projects ~~starting on page 7 through page 11, in addition to Appendix A, E, and F.~~

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013-2015~~ through ~~2015~~2017. Crash data should include all crash types and severity, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

New Roadways:

1. For new roadways, identify the parallel roadway(s) from which traffic will be diverted to the new roadway.
2. Using the crash data for 2013-2015, calculate the existing crash rate for the parallel roadway(s) identified in Step 1.
3. Identify the daily traffic volume that will be relocated from the parallel roadway(s) to the new roadway.
4. Calculate the number of crashes on the parallel roadway(s) using the existing crash rate from Step 2 and the relocated traffic volume to determine the change in number of crashes due to the relocated traffic volume. For instance, if 5,000 vehicles are expected to relocate from the existing parallel roadway to the new roadway, calculate the number of crashes related to the 5,000 vehicles.
5. Identify the average crash rate for the new roadway using MnDOT’s average crash rates by roadway type. Using the average crash rate for the new roadway, calculate the number of crashes related to the relocated traffic (i.e., the 5,000 vehicles).
6. Calculate the crash reduction factor using the existing number of crashes on the existing parallel roadway (Step 4) compared to the estimated crashes calculated for the new roadway (Step 5), due to the relocated traffic volume (i.e., the 5,000 vehicles).

7. The calculated crash reduction factor should be used in the HSIP B/C worksheet.
8. Upload additional documentation materials into the “Other Attachments” Form in the online application.

RESPONSE (Calculation):

- Crash Modification Factor Used (Limit 700 characters; approximately 100 words): _____
- Rationale for Crash Modifications Selected (Limit 1,400 characters; approximately 200 words): _____
- Project Benefit (\$) from B/C ratio: _____
- Explanation of Methodology: _____

Roadway projects that include railroad grade-separation elements:

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

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (150 Points)

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

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

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

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

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

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

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

RESPONSE (Complete Risk Assessment):

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

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

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

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

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

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

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

Anticipated date or date of completion: _____

~~3) Environmental Documentation (5 Percent of Points)~~

- EIS EA PM

Document Status:

- 100% Document approved (include copy of signed cover sheet)
- 75% Document submitted to State Aid for review (date submitted: _____)
- 50% Document in progress; environmental impacts identified; review request letters sent
- 0% Document not started

Anticipated date or date of completion/approval: _____

4)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 80/100% Historic/archeological ~~review under way~~ property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archeological ~~resources~~ properties in the project area.

~~Anticipated date or date of completion of historic/archeological review: _____~~

Project is located on an identified historic bridge:

5) ~~Review of Section 4f/6f Resources (10-20 Percent of Points)~~

- ~~4(f) — Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?~~
- ~~6(f) — Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?~~

- ~~100% No Section 4f/6f resources property located in or adjacent to the project~~
- ~~100% Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)~~
- ~~80/70% Section 4f resources present within the project area, but no adverse effects impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~
- ~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Coordination/documentation has begun~~
- ~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- ~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

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

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

- ~~100%~~ ~~Right-of-way, permanent or temporary easements has/have been acquired~~
- ~~75%~~ ~~Right of way, permanent or temporary easements required, offers made~~
- ~~50%~~ ~~Right of way, permanent or temporary easements required, appraisals made~~
- ~~25%~~ ~~Right-of-way, permanent or temporary easements required, parcels identified~~
- ~~0%~~ ~~Right-of-way, permanent or temporary easements required, parcels not all identified~~
- ~~0%~~ ~~Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

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

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

Anticipated date or date of executed Agreement _____

~~8)~~ **Interchange Approval (15 Percent of Points)***

- ~~100%~~ ~~Project does not involve construction of a new/expanded interchange or new interchange ramps~~
- ~~100%~~ ~~Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~
- ~~0%~~ ~~Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~

~~*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.~~

~~9)~~ **Construction Documents/Plan (10 Percent of Points)**

- ~~100%~~ ~~Construction plans completed/approved (include signed title sheet)~~
- ~~75%~~ ~~Construction plans submitted to State Aid for review~~
- ~~50%~~ ~~Construction plans in progress; at least 30% completion~~
- ~~0%~~ ~~Construction plans have not been started~~

Anticipated date or date of completion: _____

~~10)~~ **Letting**

Anticipated Letting Date: _____

SCORING GUIDANCE (75 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full

Roadway Expansion

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

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

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

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

September 20, 2017

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, or modernizes, or adds new spot mobility elements (e.g., new turn lanes, traffic signal, or roundabout) ~~the~~ facility. Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map.

Examples of Roadway Reconstruction/Modernization and Spot Mobility Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	175	17%
Measure A - <u>Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas</u>	80	65
Average distance to nearest parallel roadways		
Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs	30	40
Measure C - <u>Regional Truck Corridor Study Tiers</u> Current daily heavy commercial traffic	50	65
- Measure D—Freight project elements	15	
2. Usage	175	16%
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	100	10%
Measure A - Connection to disadvantaged populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age/Condition	150	14%
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	100	
5. Congestion Reduction/Air Quality	75	7%
Measure A - Vehicle delay reduced	45	50
Measure B - Kg of emissions reduced	30	
6. Safety	150	14%
Measure A - Crashes reduced	150	
7. Multimodal Elements and Existing Connections	100	10%
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8. Risk Assessment	75	7%

Roadway Reconstruction and Modernization

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

Roadway Reconstruction and Modernization

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

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

Congestion on Parallel Routes:

The measure will analyze the level of congestion on the parallel A-minor arterial or principal arterial to determine the importance of the roadway in reducing congestion on the Regional Highway System. Council staff will use Streetlight travel speed data on an applicant-selected parallel route to the proposed project. The analysis will compare the peak hour travel speed on a parallel route to free-flow conditions on this same route to see whether the proposed project could relieve congestion on the parallel route too. The applicant must identify the parallel corridor as part of the response.

RESPONSE (Calculation):

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

Principal Arterial Intersection Conversion Study:

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

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

RESPONSE (Select one for your project):

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

Congestion Management and Safety Plan IV:

The measure relies on the results on MnDOT’s Congestion Management and Safety Plan IV (CMSP IV), which prioritized lower cost/high benefit, spot mobility projects on MnDOT-owned

Roadway Reconstruction and Modernization

roadways. For the Regional Solicitation, only the CMSP opportunity areas on the A-minor arterial or non-freeway principal arterial systems are eligible. Principal arterial projects on the freeway system are not eligible for funding per TAB-adopted rules.

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

RESPONSE (Select one for your project):

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

SCORING GUIDANCE (80-65 Points)

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

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

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

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

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

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

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

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

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

Roadway Reconstruction and Modernization

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

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

SCORING GUIDANCE (~~30~~40 Points)

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

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive $(1,000/1,500) * \del{30} \u{40}$ points or ~~20~~27 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (30). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive $(1,000/1,500) * \del{30} \u{40}$ points or ~~20~~27 points.

The applicant with the highest number of post-secondary students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive $(1,000/1,500) * \del{18} \u{24}$ points or ~~12~~16 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of ~~30~~40 points.

Note: Due to the use of multiple sub-measures, two applicants will receive the full ~~30~~40 points.

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

Use the final study report for this measure:

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

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

- Along Tier 1: (65 Points)
- Along Tier 2: (45 Points)
- Along Tier 3: (25 Points)
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: (10 Points)

Roadway Reconstruction and Modernization

- None of the tiers: (0 Points)

~~Provide the current daily heavy commercial traffic at one location along the A – Minor Arterial or Non-Freeway Principal Arterial project length. It is required that an actual count is collected, or that available data from within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires. (50 Points)~~

RESPONSE:

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

SCORING GUIDANCE (50 Points)

The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive $(750/1,000)*50$ points, or 38 points.

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

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

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

SCORING GUIDANCE (15 Points)

The project with the most comprehensive freight elements included as part of the project will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

Roadway Reconstruction and Modernization

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

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

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

RESPONSE:

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

SCORING GUIDANCE (110 Points)

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

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

RESPONSE:

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

OR

RESPONSE:

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

SCORING GUIDANCE (65 Points)

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

Roadway Reconstruction and Modernization

Roadway Reconstruction and Modernization

3. Equity and Housing Performance (100 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. MEASURE: Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. ~~Describe the project’s positive benefits, and negative impacts, and mitigation for low income populations; people of color; children, people with disabilities, and the elderly.~~ Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score 0 to 30 Points)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score 0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score 0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score 0 to 12 Points)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

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

Roadway Reconstruction and Modernization

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

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

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

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

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

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

SCORING GUIDANCE (30-30 Points)

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

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

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

Roadway Reconstruction and Modernization

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*30$ points or 15 points. Note also that it is possible to score negative points on this measure.

- B. MEASURE: Metropolitan Council staff will award points to the project based on the ~~2015-2017~~ Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction.

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

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result.

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

- City/Township: _____
- Length of Segment (Population for stand-alone projects from Regional Economy map) within City/Township: _____

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2015-2017~~ Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90)*70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the

Roadway Reconstruction and Modernization

proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

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

Roadway Reconstruction and Modernization

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

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

RESPONSE:

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

SCORING GUIDANCE (50 Points)

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

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

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

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

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

SCORING GUIDANCE (100 Points)

Within each improvement sub-measure, the answer most responsive to the need will receive full (e.g., the top project that improves clear zones or sight lines will receive 10 points), with each remaining

Roadway Reconstruction and Modernization

project receiving a share of the full points at the scorer's discretion. It is possible for more than one project to receive maximum points for a sub-measure.

The highest-scoring application for this measure will be adjusted to receive the full 100 points. Remaining projects will receive a proportionate share of the full points equal to the points for the project being scored divided by the points assigned to the highest-scoring project multiplied by the maximum points available for the measure (100). For example, if the application being scored had 25 points and the top project had 50 points, this applicant would receive $(25/50)*100$ points or 50 points.

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

A. **MEASURE:** Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro or HCM software. The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds due to the project. If more than one intersection (or rail crossing) is examined, then the delay reduced by each intersection can be added together to determine the total delay reduced by the project.

- For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the a.m. or p.m. peak hour to determine the total peak hour delay reduced by the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.

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

- Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
- Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals)
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year

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

RESPONSE (Calculation):

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): _____
- Volume (Vehicles Per Hour): _____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____
- EXPLANATION of methodology used to calculate railroad crossing delay, if applicable (Limit 1,400 characters; approximately 200 words):

Roadway Reconstruction and Modernization

SCORING GUIDANCE (50 Points)

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

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

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

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

RESPONSE (Calculation):

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

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

Roadway projects that include railroad grade-separation elements:

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

RESPONSE (Calculation):

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

Roadway Reconstruction and Modernization

- Total delay in hours without the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour without the project: _____ (Applicant inputs number)
- Cruise speed in miles per hour with the project: _____ (Applicant inputs number)
- Vehicle miles traveled with the project: _____ (Applicant inputs number)
- Total delay in hours with the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour with the project: _____ (Applicant inputs number)
- Fuel consumption in gallons (F1)
- Fuel consumption in gallons (F2)
- Fuel consumption in gallons (F3)
- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
- EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

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

$$K2 = 0.7329$$

$$K3 = 0.0000061411 * Speed^2$$

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

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

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

$$F3 = F1 - F2$$

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

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

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

Equation Automatically Provides Emissions Reduced:

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

SCORING GUIDANCE (30 Points)

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

Roadway Reconstruction and Modernization

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

A. **MEASURE:** Respond as appropriate to one of the two project types below. (150 Points)

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

Calculate the reduction in the total number of crashes due to improvements on the “A”-m Minor aArterial or nNon-f Freeway pPrincipal aArterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application. Applicants should focus on the crash analysis for reactive projects ~~starting on page 7 through page 11, in addition to Appendix A, E, and F.~~

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013–2015~~ through ~~2015~~2017. Crash data should include all crash types and severity, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE (Calculation):

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

Roadway projects that include railroad grade-separation elements:

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

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (150 Points)

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

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

Roadway Reconstruction and Modernization

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

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

Roadway Reconstruction and Modernization

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

Roadway Reconstruction and Modernization

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

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

RESPONSE (Complete Risk Assessment):

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

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

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

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

Anticipated date or date of completion: _____

3) ~~Environmental Documentation (5 Percent of Points)~~

~~EIS~~ ~~EA~~ ~~PM~~

Document Status:

- 100% ~~Document approved (include copy of signed cover sheet)~~
- 75% ~~Document submitted to State Aid for review (date submitted:)~~
- 50% ~~Document in progress; environmental impacts identified; review request letters sent~~
- 0% ~~Document not started~~

~~Anticipated date or date of completion/approval:~~

4) 2) Review of Section 106 Historic Resources (10-20 Percent of Points)

Roadway Reconstruction and Modernization

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- ~~80~~100% Historic/archeological ~~review under way~~ property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archaeological ~~resources~~ properties in the project area.

~~Anticipated date or date of completion of historic/archeological review: ___~~

Project is located on an identified historic bridge:

~~5) Review of Section 4f/6f Resources (10-20 Percent of Points)~~

~~4(f) — Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?~~

~~6(f) — Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?~~

~~100% No Section 4f/6f resources property located in or adjacent to the project~~

~~100% Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)~~

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

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

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

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

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

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

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

~~100% Right of way, permanent or temporary easements has/have been acquired~~

~~75% Right of way, permanent or temporary easements required, offers made~~

~~50% Right-of-way, permanent or temporary easements required, appraisals made~~

~~25% Right-of-way, permanent or temporary easements required, parcels identified~~

~~0% Right-of-way, permanent or temporary easements required, parcels not all identified~~

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

Roadway Reconstruction and Modernization

Anticipated date or date of acquisition _____

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

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

Anticipated date or date of executed Agreement _____

~~8)~~ **Interchange Approval (15 Percent of Points)***

- ~~100%~~ Project does not involve construction of a new/expanded interchange or new interchange ramps
~~100%~~ Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee
~~0%~~ Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

~~9)~~ **Construction Documents/Plan (10 Percent of Points)**

- ~~100%~~ Construction plans completed/approved (include signed title sheet)
~~75%~~ Construction plans submitted to State Aid for review
~~50%~~ Construction plans in progress; at least 30% completion
~~0%~~ Construction plans have not been started

Anticipated date or date of completion: _____

~~10)~~ **Letting**

Anticipated Letting Date: _____

SCORING GUIDANCE (75 Points)

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

Roadway Reconstruction and Modernization

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

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Roadway System Traffic Management Technologies – Prioritizing Criteria and Measures

September 20, 2017

Definition: An Intelligent Transportation System (ITS) or similar projects that primarily benefits roadway users. Roadway System Traffic Management Technology projects can include project elements along a single corridor, a continuous route (could be more than one multiple roadway corridors,) or within a defined specific geographic area such as a downtown area. To be eligible, system management projects must make improvements to at least one A-Minor Arterial or non-freeway Principal Arterial as part of the project. Projects that are more transit-focused must apply in the Transit System Modernization application category.

Examples of Roadway System Traffic Management Technology Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	125	175
Measure A - Average distance to nearest parallel roadways Functional classification of project	55	50
Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs Regional Truck Corridor Study Tiers	30	50
Measure C - Integration within existing traffic management systems	70	50
Measure D - Freight project elements Coordination with other agencies	25	
2. Usage	125	11%
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	100	109%
Measure A - Connection to disadvantaged populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age	75	7.57%
Measure A - Date of construction Upgrades to obsolete equipment	75	
5. Congestion Reduction/Air Quality	200	1820%
Measure A - Vehicle delay reduced Congested roadway	150	
Measure B - Kg of emissions reduced Emissions and congestion benefits of project	50	
6. Safety	200	2018%
Measure A - Crashes reduced	200	50

Roadway System Management

Criteria and Measures	Points	% of Total Points
<u>Measure B - Safety issues in project area</u>	50 150	
7. Multimodal Elements and Existing Connections	100 50	10 5%
Measure A - Transit, bicycle, or pedestrian project elements and connections	100 50	
8. Risk Assessment	75	7.5 7%
Measure A- Risk Assessment Form	75	
Sub-Total	1,000	100 %
9. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total project cost /total points awarded/ <u>total project cost</u>)	100	
Total	1,100	

1. Role in the Regional Transportation System and Economy (125-175 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, ~~serves heavy commercial traffic~~ aligns with the Regional Highway Truck Corridor Study, and ~~connects to employment, students, and manufacturing/distribution-related employment~~ integrates with existing traffic management systems, and provides coordination across agencies. The project must be located on at least one non-freeway principal arterial or A-minor arterial.

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

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

~~RESPONSE (Calculation Select one):~~

- ~~• The majority of the project funds will be invested on the principal arterial system: (450 points)~~
- ~~• The majority of the project funds will be invested on the A-minor arterial system: (205 points)~~
- ~~• The majority of the project funds will be invested on the collector or local system with some investment either on the principal arterial or A-minor arterial system: (0 points)~~

SCORING GUIDANCE (50 Points)

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

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

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

Use the final study report for this measure:

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

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

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

SCORING GUIDANCE (50 Points)

The scorer will assign points based on which of the above scores applies. Note that multiple applicants can score the maximum point allotment. If no applicant scores ~~65-50~~ points, the ~~30~~25-point projects will be adjusted to 65 points, while the zero-point projects will remain at zero.

SCORING GUIDANCE (30 Points)

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

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

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

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

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

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

C. MEASURE: Provide the current daily heavy commercial traffic at one location along the A—Minor Arterial or Non-Freeway Principal Arterial project length. It is required that an actual count is collected or that available data from within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires. Discuss how the proposed project integrates and/or builds on existing traffic -management infrastructure (examples of systems include traffic signal systems, freeway management systems, and incident management systems). (50 Points)

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

RESPONSE:

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

SCORING GUIDANCE (30-50 Points)

The applicant with the highest daily heavy commercial traffic at a location along the project length will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive $(750/1,000) * 30$ points, or 23 points. The applicant will describe how the project would build on other infrastructure and management systems. Prioritizing projects that complement existing infrastructure and management methods, the scorer will award the full share of points to the project that best builds on other infrastructure and management systems. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative.

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

RESPONSE (Limit 21,8400 characters; approximately 4200 words):

SCORING GUIDANCE (10-425 Points)

The project that best provides or enhances coordination among operational and management systems and/or jurisdictions with the most comprehensive freight elements included as part of the project will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

2. Usage (125-1205 Points) – This criterion quantifies the project’s potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements.

A. **MEASURE:** Metropolitan Council staff will calculate the current daily person throughput at one location along the A-minor arterial or non-freeway principal arterial project length using the current average annual daily traffic (AADT) volume and average ~~annual~~ daily transit ridership. If more than one corridor or location is included in the project, then the applicant should select the corridor where the most investment is being made with the project. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps ~~and existing transit routes that travel on the road.~~ Reference the Transit Map for transit routes along the project. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (805 points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (20152017)

RESPONSE:

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

SCORING GUIDANCE (85805 Points)

The project with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project had a daily person throughput of 1,500 vehicles, this applicant would receive $(1,000/1,500) * 85805$ points or 546 points.

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

RESPONSE:

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

OR

RESPONSE:

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

SCORING GUIDANCE (40 Points)

Roadway System Management

The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive $(28,000/32,000) * 40$ points or 35 points.

3. Equity and Housing Performance (100 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. ~~Describe the project’s positive benefits, and negative impacts, and mitigation for low income populations; people of color; children, people with disabilities, and the elderly.~~ Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score 0 to 30 Points)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score 0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score 0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score 0 to 12 Points)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

Roadway System Management

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

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

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

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.

- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

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

SCORING GUIDANCE (30 Points)

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

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*30$ points or 15 points. Note also that it is possible to score negative points on this measure.

- B. MEASURE: Metropolitan Council staff will award points to the project based on the ~~2015-2017~~ Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential

Roadway System Management

development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the ~~length of the project~~ percent of total funds to be spent in each jurisdiction.

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

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

- City/Township: _____
- ~~Length of Segment~~ Percent of total funds to be spend within City/Township: _____

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2015-2017~~ Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90)*70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. For stand-alone roadway (intersection, bridge, underpass, and interchange) projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that

will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

4. Infrastructure Age (75 Points) – This criterion will assess the ~~age of the infrastructure elements being improved. Roadway system management investments should focus on improving and replacing existing equipment that is beyond its useful life~~ degree to which functionally obsolete infrastructure elements are being replaced and improved.

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

RESPONSE:

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

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

SCORING GUIDANCE (75 Points)

The project that best provides for stewardship of public funds and resource by replacing functionally obsolete equipment and finding cost-effective solutions to upgrade viable equipment will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. ~~All applicants replacing equipment past the total useful life, as listed below, will receive full points. Projects replacing more than one type or age of equipment should be scored based on the average remaining useful life. Remaining projects will receive a proportionate share of the full points equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life.~~

~~If there are no projects at or past the useful life of the equipment, the applicant with shortest remaining useful life will receive full points, and remaining projects will receive a proportionate share. For example, if the oldest project was installed 18 years ago (traffic signal) and the application being scored was installed 14 years ago, this applicant would receive $(14/18)*75$ points, or 58 points.~~

Equipment Useful Life Values

- ~~ITS Equipment: 10 years~~
- ~~Traffic Signals/Control Equipment: 20 years~~
- ~~Communication Equipment: 10 years~~

5. Congestion Reduction/Air Quality (200 Points) – This criterion measures the project’s ability to ~~reduce congestion. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions.~~ make improvements in congested corridors. The project will also be measured based on its ability to reduce emissions.

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

~~using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro or HCM software. The applicant must show the current total peak hour V/C ratio delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay V/C ratio at these intersections (or rail crossings), in seconds, due to the project. If more than one intersection (or rail crossing) is examined, then the V/C ratio delay reduced by each intersection can be added together to determine the project’s total reduction total.~~

- ~~• For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the a.m. or p.m. peak hour to determine the total peak hour delay reduced by the project reduction resulting from the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.~~

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

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

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

RESPONSE (Calculation):

- Corridor: _____
- Corridor Start and End Points: _____
- Free-Flow Travel Speed (Council Staff): _____
- Peak Hour Travel Speed (Council Staff): _____

Roadway System Management

- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (Council Staff): _____
- ~~Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): _____~~
- ~~Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): _____~~
- ~~Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): _____~~
- ~~Volume (Vehicles Per Hour): _____~~
- ~~Total Peak Hour Delay Reduced by the Project (Seconds): _____~~

SCORING GUIDANCE (150 Points)

The applicant with the most congestion (measured by the largest percentage decrease in peak hour travel speeds relative to free flow conditions)~~most peak hour vehicle delay reduced by the project~~ **improvement** will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions ~~reduced delay by 5,000.8 seconds~~ and the top project ~~reduced delay by 25,000.01 seconds~~ had a 10% reduction, this applicant would receive $(5/10) * 150$ points, or 75 points.

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

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

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

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

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

~~RESPONSE (Calculation):~~

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

- ~~B. Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____~~
Discuss how the project will reduce emissions and congestion. The applicant

Roadway System Management

should focus on any reduction in CO, NO_x, and VOC. Projects on roadways that provide relief to congested, parallel principal arterial roadways should reference the current MnDOT Metro Freeway Congestion Report and discuss the systemwide emissions and congestion impact of the proposed improvements.

SCORING GUIDANCE (50 Points)

The project that is most likely to reduce emissions and congestion will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. ~~The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive $(3/5) * 50$ points or 30 points.~~

6. Safety (200 Points) – This criterion addresses the project’s ability to correct deficiencies and improve the overall safety of an existing or future roadway facility. It will assess the project’s monetized safety benefits.

- A. MEASURE: Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest MnDOT Metro District Highway Safety Improvement Program (HSIP) application. Applicants should focus on the crash analysis for reactive projects ~~starting on page 7 through page 11, in addition to Appendix A, E, and F.~~

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013-2015~~ through ~~2015~~2017. Crash data should include all crash types and severity, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE (Calculation):

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

SCORING GUIDANCE (150 Points)

The applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of \$11,000,000 and the top project had safety benefits of \$16,000,000, this applicant would receive $(11,000,000/16,000,000)*150$ points or ~~103~~34 points.

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

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

SCORING GUIDANCE (150 Points)

Roadway System Management

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

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

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

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

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

SCORING GUIDANCE (100-50 Points)

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

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

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

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

RESPONSE (Complete Risk Assessment):

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

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

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

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

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

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

Anticipated date or date of completion: _____

3) ~~Environmental Documentation (5 Percent of Points)~~

EIS EA PM

Document Status:

- 100% ~~Document approved (include copy of signed cover sheet)~~
- 75% ~~Document submitted to State Aid for review (date submitted:)~~
- 50% ~~Document in progress; environmental impacts identified; review request letters sent~~
- 0% ~~Document not started~~

Anticipated date or date of completion/approval: _____

4)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- ~~80~~100% Historic/archeological ~~review under way~~ property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archeological ~~resources~~ properties in the project area.

~~Anticipated date or date of completion of historic/archeological review: _____~~

Project is located on an identified historic bridge:

~~5) Review of Section 4f/6f Resources (10-20 Percent of Points)~~

- ~~4(f) — Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?~~
- ~~6(f) — Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?~~

- ~~100% No Section 4f/6f resources property located in or adjacent to the project~~
- ~~100% Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)~~
- ~~80~~70% ~~Section 4f resources present within the project area, but no adverse effects~~ impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.
- ~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Ccoordination/documentation has begun~~
- ~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- ~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

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

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- ~~100% Right-of-way, permanent or temporary easements has/have been acquired~~
- ~~75% Right-of-way, permanent or temporary easements required, offers made~~
- ~~50% Right-of-way, permanent or temporary easements required, appraisals made~~
- 25% Right-of-way, permanent or temporary easements required, parcels identified
- 0% Right-of-way, permanent or temporary easements required, parcels not all identified
- ~~0% Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

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

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

Anticipated date or date of executed Agreement _____

8) Interchange Approval (15 Percent of Points)*

- ~~100%~~ Project does not involve construction of a new/expanded interchange or new interchange ramps
- ~~100%~~ Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee
- ~~0%~~ Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

9) Construction Documents/Plan (10 Percent of Points)

- 100% Construction plans completed/approved (include signed title sheet)
- 75% Construction plans submitted to State Aid for review
- 50% Construction plans in progress; at least 30% completion
- 0% Construction plans have not been started

Anticipated date or date of completion: _____

10) Letting

Anticipated Letting Date: _____

SCORING GUIDANCE (75 Points)

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

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

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Bridges – Prioritizing Criteria and Measures

September 20, 2017

Definition: A bridge rehabilitation or replacement project located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB-approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans as part of one application.

The bridge must carry vehicular traffic, but may also include accommodations for other modes. Bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are not eligible for funding. Completely new bridges, interchanges, or overpasses should apply in the Roadway Expansion application category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet with a sufficiency rating less than 80 and classified as structurally deficient or functionally obsolete.
- Bridge replacement of 20 or more feet with a sufficiency rating less than 50 and classified as structurally deficient or functionally obsolete.

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	195	19.58%
Measure A - Average Distance to <u>the</u> nearest parallel bridges	115 100	
Measure B - Connection to Total Jobs, and Manufacturing/Distribution Jobs, <u>and</u> Post-Secondary Students	30	
Measure C - Current daily heavy commercial traffic <u>Regional Truck Corridor Tiers</u>	35 65	
- Measure D – Freight project elements	15	
2. Usage	130	13.12%
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	100	10.09%
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Condition	400	40.36%
Measure A – Bridge Sufficiency Rating	300	
Measure B – Load-Posting	100	
5. Multimodal Elements and Existing Connections	100	10.09%
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
6. Risk Assessment	75	7.57%
Measure A - Risk Assessment Form	75	
Sub-Total	1,000	100%
7. Cost Effectiveness	100	9%

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

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

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

RESPONSE:

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

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

SCORING GUIDANCE (115-100 Points)

The applicant with the furthest ~~average~~ distance from the closest parallel A-~~m~~Minor ~~a~~Arterial or ~~p~~Principal ~~a~~Arterial bridge on ~~both sides~~ will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the project being scored had a distance of 8 miles and the top project was had an ~~average~~ distance of 10 miles, this applicant would receive $(8/10) * 115$ ~~100~~ points or ~~92-80~~ points. ~~Metropolitan Council staff will provide average distance data for all projects to ensure consistency of methodology between applications.~~

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

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

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

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

SCORING GUIDANCE (30 Points)

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

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

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

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

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

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

~~C. **MEASURE:** Provide the current daily heavy commercial traffic at one location on the A-Minor Arterial or Non-Freeway Principal Arterial project length. It is required that an actual daily count is collected or available data from within the last three years is used (from the city, county or MnDOT). Heavy commercial traffic is defined as all trucks with at least two axles and six tires. This criterion~~ measure relies on the results on in the Highway Regional Truck Corridor Study, which prioritized all roadways principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (65 points)

Use the final study report for this measure:

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

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

- The project is located on either a Tier 1, Tier 2, or Tier 3 corridor: (65 Points)

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

RESPONSE:

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

SCORING GUIDANCE (365 Points)

The scorer will assign points based on which of the above scores applies. Note that multiple applicants can score the maximum point allotment. The applicant with the highest daily heavy commercial traffic at a location along the bridge will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a heavy commercial volume of 750 vehicles and the top project had a heavy commercial volume of 1,000 vehicles, this applicant would receive $(750/1,000)*35$ points, or 26 points.

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

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

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

SCORING GUIDANCE (15 Points)

The project with the most comprehensive freight elements included as part of the project will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

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

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

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

RESPONSE:

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

SCORING GUIDANCE (100 Points)

The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored had a daily person throughput of 1,000 vehicles and the top project had a daily person throughput of 1,500 vehicles, this applicant would receive $(1,000/1,500)*100$ points or 67 points.

B. MEASURE: Provide the forecast (2040) average daily traffic volume at the same location on the ~~“A”-m~~Minor ~~a~~Arterial or ~~n~~Non-freeway ~~p~~Principal ~~a~~Arterial bridge, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (30 points)

RESPONSE:

- Use Metropolitan Council model to determine forecast (2040) ADT volume
- METC Staff-Forecast (2040) ADT volute

OR

RESPONSE:

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

SCORING GUIDANCE (30 Points)

The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive $(28,000/32,000)*30$ points or 26 points.

3. Equity and Housing Performance (100 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. ~~Describe the project’s positive benefits, and negative impacts, and mitigation for low income populations; people of color; children, people with disabilities, and the elderly.~~ Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score 0 to 30 Points)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score 0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score 0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score 0 to 12 Points)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

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

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

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

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.

- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

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

SCORING GUIDANCE (30 Points)

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

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*30$ points or 15 points. Note also that it is possible to score negative points on this measure.

- B. MEASURE: Metropolitan Council staff will award points to the project based on the 2015-2017 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. A one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. (70 Points)

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

- City/Township: _____
- Population from the Regional Economy map within City/Township:

SCORING GUIDANCE (70 Points)

The applicant with the highest 2015-2017 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90)*70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. A one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

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

4. Infrastructure Condition (400 Points) – This criterion will assess the age and condition of the bridge facility being improved. Bridge improvement investments should focus on the higher needs of unsafe facilities. If there are two separate spans, then the applicant should take the average bridge sufficiency rating of the two spans.

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

RESPONSE:

- Bridge Sufficiency Rating: _____

SCORING GUIDANCE (300 Points)

The applicant with the lowest bridge sufficiency rating will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points equal to the rating for the project with the lowest bridge sufficiency rating divided by the project being scored multiplied by the maximum points available for the measure (300). For example, if the top project had a bridge sufficiency rating of 35 and the application being scored had a score of 55, this applicant would receive $(35/55) * 300$ points or 191 points.

- B. **MEASURE:** Identify whether the bridge is posted for load restrictions.

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

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

SCORING GUIDANCE (100 Points)

Applicants will receive the points shown depending on whether the bridge is load-posted. The applicant can only score 0 or 100 points for this measure.

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

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

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

RESPONSE (Complete Risk Assessment):

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

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

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

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

Anticipated date or date of completion: _____

~~3) Environmental Documentation (5 Percent of Points)~~

- EIS EA PM

Document Status:

- 100% ~~Document approved (include copy of signed cover sheet)~~
- 75% ~~Document submitted to State Aid for review (date submitted: __)~~
- 50% ~~Document in progress; environmental impacts identified; review request letters sent~~
- 0% ~~Document not started~~

~~Anticipated date or date of completion/approval: __~~

~~4)2) Review of Section 106 Historic Resources (10-20 Percent of Points)~~

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- ~~80~~100% Historic/archeological ~~review under way~~ property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archeological ~~resources~~ properties in the project area.

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge:

~~5~~ **Review of Section 4f/6f Resources (10-20 Percent of Points)**

~~4(f) — Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?~~

~~6(f) — Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?~~

- 100% ~~No Section 4f/6f resources property located in or adjacent to the project~~
- 100% ~~Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)~~
- ~~80~~70% ~~Section 4f resources present within the project area, but no adverse effects/impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~
- 50% ~~Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Coordination/documentation has begun~~
- 30% ~~Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- 0% ~~Unsure if there are any impacts to Section 4f/6f resources in the project area~~

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

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 100% ~~Right of way, permanent or temporary easements has/have been acquired~~
- 75% ~~Right-of-way, permanent or temporary easements required, offers made~~
- 50% ~~Right-of-way, permanent or temporary easements required, appraisals made~~
- 25% ~~Right-of-way, permanent or temporary easements required, parcels identified~~
- 0% ~~Right-of-way, permanent or temporary easements required, parcels not all identified~~
- 0% ~~Right of way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition

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

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

Anticipated date or date of executed Agreement _____

8) Interchange Approval (15 Percent of Points)*

- ~~100%~~ Project does not involve construction of a new/expanded interchange or new interchange ramps
- ~~100%~~ Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee
- ~~0%~~ Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

9) Construction Documents/Plan (10 Percent of Points)

- ~~100%~~ Construction plans completed/approved (include signed title sheet)
- ~~75%~~ Construction plans submitted to State Aid for review
- ~~50%~~ Construction plans in progress; at least 30% completion
- ~~0%~~ Construction plans have not been started

Anticipated date or date of completion: _____

10) Letting

Anticipated Letting Date: _____

SCORING GUIDANCE (75 Points)

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

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

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

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

RESPONSE (Points Awarded and Cost Effectiveness will be Automatically Calculated):

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

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Transit Expansion – Prioritizing Criteria and Measures

~~May 18, 2016~~ October 6, 2017

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

Examples of Transit Expansion Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	10 9%
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	350	35 32%
Measure A - New Annual Riders	350	
3. Equity and Housing Performance	200	20 18%
Measure A - Connection to disadvantaged populations and projects benefits	130	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	200	20 18%
Measure A - Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	100	10 9%
Measure A - Bicycle and pedestrian elements of the project and connections	100	
6. Risk Assessment	50	5 5%
Measure A - Risk Assessment Form	50	
Sub-Total	1,000	100%
7. Cost Effectiveness	100	<u>9%</u>
Measure A – Cost effectiveness (total annual project cost /total points awarded/ <u>total annual project cost</u>)	100	
Total	1,100	

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the regional significance of the project, including the project’s connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project’s ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

- A. **MEASURE:** Reference the “Population/Employment” map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project’s bus stops or within 1/2 mile of the project’s transitway stations. Existing employment will be measured by summing the employment located in the census blocks that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include “last mile” service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (50 Points)

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

RESPONSE (Data from the “Population/Employment” and map):

- Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer: _____
- Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile transitway station) buffer: _____
- Existing Employment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required): _____
- Existing Post-Secondary Enrollment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required): _____

EXPLANATION of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (50 Points)

The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive $(1,000/1,500)*50$ points or 33 points. Using the Metropolitan Council model, all Census blocks that are included within or intersect the buffer area around the project will be included in the analysis.

- B. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the average weekday transit trips these connecting routes provide, as depicted on the “Transit Connectivity” map. Metropolitan Council staff will provide the average number of weekday trips for each connecting transit route.

Connections to planned transitway stations should be separately cited. Any transitway connection is worth 15 points.

Upload the “Transit Connectivity” map used for this measure.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing transit routes directly connected to the project: _____ (35 Points)

Transit Expansion

- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): (15 Points)

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

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

SCORING GUIDANCE (50 Points)

The applicant with route connections having the highest number of weekday trips will receive the full points (as shown above). Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive $(100/150) * 35$ points or 23 points.

Any project with a connection to a planned transitway station should be awarded 15 points.

After each of the above scores are tabulated the top total score will be adjusted to 50 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 50. A project that scored 19 points would be awarded $(19/28) * 50$, or 34 points.

2. Usage (350 Points) – This criterion quantifies the project’s impact by estimating the annual new transit ridership of the project.

- A. **MEASURE:** This measure will calculate the project’s new riders. Based on the service type, estimate and provide the new annual transit ridership that is produced by the new project in the third year of service. (350 points)

~~For~~ Park-and-Rides and Express Routes Projects to Minneapolis and St. Paul Only:

- Use ~~the~~ a 2020 forecast (or similar equivalent to the third year of ridership) from the latest park-and-ride demand estimation model ~~in the 2030 Regional Park-and-Ride Plan (Appendix B)~~ to develop a ridership estimate. The potential demand market area should be defined using the site location criteria associated with the model and demand should be determined by the Census block groups in the market area. ~~The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the census block groups in the express bus route market area.~~ If possible, the applicant should use the ridership figures provided for an existing or planned facility.

The 2030 Regional Park-and-Ride Plan forecasts 2020 and 2030 demand to downtown Minneapolis and downtown St. Paul based on ~~off~~ 2008 usage data. However, the park-and-ride demand estimation model allows for calculating more up-to-date demand estimation. The applicant can use data from the 2030 Plan if no other accurate data is available. Regardless, the applicant must clearly describe the methodology and assumptions used to estimate annual ridership. ~~If the applicant wants to use more up-to-date data than 2008, then they must follow the methodology and equations from the Park-and-Ride Plan and clearly describe the methodology and assumptions used to estimate annual ridership.~~

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

~~For~~ Transitways Projects Only:

- Use most recent forecast data (current or opening year and 2040) to estimate ridership for the third year of service. Forecast data for the transitway must be derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted. Describe the study or plan where the ridership is derived from and where the documentation can be found (provide weblinks, if available). ~~methodology and assumptions used to estimate annual ridership.~~

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

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

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2040 Transportation Policy Plan), or routes that

Transit Expansion

serve locations with similar development patterns. Applicants must use the average passengers per service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response and any assumptions used.

RESPONSE (Cost effectiveness will be automatically calculated):

- Service Type: _____
- New Annual Ridership (Integer Only): _____
- Assumptions Used (Limit 2,800 characters; approximately 400 words): _____
- Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, ~~and~~ which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated (Limit 2,800 characters; approximately 400 words): _____

Up until two weeks prior to the application due date, applicants will be able to submit their projections to Council staff, who will advise whether the projections need to be corrected. This optional review, or lack thereof, will be made available to the scorer of this criteria. Applicants who plan to use an alternative ridership estimation methodology are strongly encouraged to do this to avoid risking a deduction for their score.

SCORING GUIDANCE (350 Points)

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

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

For all service types, up to 50-100 percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

3. Equity and Housing Performance (200 Points) -- This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

- A. MEASURE: Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. ~~Describe the project's positive benefits, and negative impacts, and mitigation for low income populations; people of color; children, people with disabilities, and the elderly.~~ Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (130 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score 0 to 30 Points)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score 0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score 0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score 0 to 12 Points)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

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

Transit Expansion

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

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

1. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

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

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

SCORING GUIDANCE (130 Points)

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

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive (10/20)*130 points or 65 points. Note also that it is possible to score negative points on this measure.

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

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

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

SCORING GUIDANCE (70 Points)

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

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support 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) – This criterion measures the impact that the project’s implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, PM_{2.5}, and VOC emissions. Applications for transit operating, vehicle or capital funds must calculate the benefit for the third year of service.

- A. **MEASURE:** The applicant must show that the project will reduce CO, NO_x, CO_{2e}, PM_{2.5}, and/or VOC due to the reduction in VMT. Calculate and provide the number of new daily transit riders and the distance from terminal to terminal in miles to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions.

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

Emissions Factors

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

RESPONSE (Total reduced emissions will automatically calculate):

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

VMT Reduction

CO Reduced

NO_x Reduced

CO_{2e} Reduced

PM_{2.5} Reduced

VOCs Reduced

Total Emissions Reduced

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

For all service types, up to 100 percent of points can be deducted if the applicant provides no methodology for Usage (criteria #2). The deduction percent for Emissions Reduction will be equivalent to any methodology deduction for Usage.

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

- A. *MEASURE*: Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

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

SCORING GUIDANCE (100 Points)

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

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit tops with safe / comfortable areas for pedestrians to walk or wait

6. Risk Assessment (50 Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

Facility Projects:

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

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

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

RESPONSE (Complete Risk Assessment):

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

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

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

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

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

Anticipated date or date of completion: _____

~~3) Environmental Documentation (5 Percent of Points)~~

- EIS EA PM

Document Status:

- 100% ~~Document approved (include copy of signed cover sheet)~~

- 75% Document submitted to State Aid for review (date submitted:)
- 50% Document in progress; environmental impacts identified; review request letters sent
- 0% Document not started

Anticipated date or date of completion/approval:

4)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 80/100% Historic/archeological ~~review under way~~ property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archaeological ~~resources~~ properties in the project area.

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge:

5) ~~Review of Section 4f/6f Resources (10-20 Percent of Points)~~

- ~~4(f) — Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?~~
- ~~6(f) — Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?~~

- 100% ~~No Section 4f/6f resources property located in or adjacent to the project~~
- 100% ~~Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)~~
- 80/70% ~~Section 4f resources present within the project area, but no adverse effects/impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~
- 50% ~~Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Ccoordination/documentation has begun~~
- 30% ~~Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- 0% ~~Unsure if there are any impacts to Section 4f/6f resources in the project area~~

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

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 100% ~~Right of way, permanent or temporary easements has/have been acquired~~
- 75% ~~Right of way, permanent or temporary easements required, offers made~~

- ~~50%~~ ~~Right-of-way, permanent or temporary easements required, appraisals made~~
- ~~25%~~ ~~Right-of-way, permanent or temporary easements required, parcels identified~~
- ~~0%~~ ~~Right-of-way, permanent or temporary easements required, parcels not all identified~~
- ~~0%~~ ~~Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

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

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

Anticipated date or date of executed Agreement _____

~~8)~~ **Interchange Approval (15 Percent of Points)***

- ~~100%~~ ~~Project does not involve construction of a new/expanded interchange or new interchange ramps~~
- ~~100%~~ ~~Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~
- ~~0%~~ ~~Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~

*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

~~9)~~ **Construction Documents/Plan (10 Percent of Points)**

- ~~100%~~ ~~Construction plans completed/approved (include signed title sheet)~~
- ~~75%~~ ~~Construction plans submitted to State Aid for review~~
- ~~50%~~ ~~Construction plans in progress; at least 30% completion~~
- ~~0%~~ ~~Construction plans have not been started~~

~~Anticipated date or date of completion: ___~~

10) Letting

Anticipated Letting Date: ___

SCORING GUIDANCE (50 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*50 points or 29 points.

7. Cost Effectiveness (100 Points) – This criterion will assess the project’s cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

- A. *MEASURE: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost ~~by the total number of points awarded in the previous criteria.~~*

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

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

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

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

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

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project: _____
- Total Annual Project Cost: _____
- Assumptions Used (Limit 1,400 characters; approximately 200 words): _____
- Cost effectiveness = ~~total TAB-eligible annual project cost~~/total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Transit ~~System~~ Modernization – Prioritizing Criteria and Measures

May 18, 2016

Definition: A transit project that makes ~~existing~~ transit more attractive to existing ~~and future~~ riders by offering faster travel times between destinations ~~or~~, improving the customer experience, ~~or reducing operating costs for the transit provider. The project must be able to reduce emissions through a reduction in single-occupant vehicle trips, vehicle miles traveled, emissions from capital improvements, idling time, an increase in speeds, or other means.~~ Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not eligible. Projects associated wholly or in part with new ~~or expanded~~ service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant’s discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility. If a project has both transit expansion and transit system modernization elements, then the project should apply in the application category that requires the majority of the project costs.

Examples of Transit ~~System~~ Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- ~~New transit maintenance and support facilities/garages or upgrades to existing facilities~~
- ITS measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	10 30%
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	300 325	30%
Measure A - Total existing annual riders	300 325	
3. Equity and Housing Performance	150 175	15 16%
Measure A - Connection to disadvantageded populations and project’s benefits	80 105	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	100 50	5 10%
Measure A – Description of emissions reduced	100 50	
5. Service and Customer Improvements	150 200	15 18%
- Measure A – Percent reduction in passenger travel time	75	
- Measure B – Percent reduction in operating & maintenance costs	38	
Measure C A - Project improvements for transit users	37 200	

6. Multimodal Facilities and Connections	100	109%
Measure A - Bicycle and pedestrian elements of the project and connections	100	
7. Risk Assessment	10050	105%
Measure A - Risk Assessment Form	100 50	
Sub-Total	1,000	100%
8. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total annual project cost /total points awarded/ total annual project cost)	100	
Total	1,100	

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the regional significance of the project, including the project’s connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project’s ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

- A. **MEASURE:** Reference the “Population/Employment” map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project’s bus stops or within 1/2 mile of the project’s transitway stations. Existing employment will be measured by summing the employment located in the census block groups that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include “last mile” service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (50 Points)

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

RESPONSE (Data from the “Population/Employment” map):

- Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer: _____
- Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile (transitway station) buffer: _____
- Existing Employment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required): _____
- Existing Post-Secondary Enrollment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required): _____
- **EXPLANATION of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):**

SCORING GUIDANCE (50 Points)

The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive (1,000/1,500)*50 points

or 33 points. Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.

- B. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the **average weekday transit trips** **annual transit ridership** of these connecting routes provide, as depicted on the “Transit Connectivity” map. Metropolitan Council staff will provide the average number of weekday trips for each connecting transit route.

Connections to planned transitway stations should be separately cited. Any transitway connection is worth 15 points.

Upload the “Transit Connectivity” map used for this measure.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing transit routes directly connected to the project: _____ (35 Points).
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): _____ (15 Points)

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

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

SCORING GUIDANCE (50 Points)

The applicant with route connections having the highest number of weekday trips will receive the full points (as shown above). Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive $(100/150)*35$ points or 23 points.

Any project with a connection to a planned transitway station should be awarded 15 points.

After each of the above scores are tabulated the top total score will be adjusted to 50 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 50. A project that scored 19 points would be awarded $(19/28)*50$, or 34 points.

2. Usage (~~300-350~~ 325 points) - This criterion quantifies the project's impact based on how many riders the improvement(s) will impact, i.e., existing riders.

MEASURE: This measure will display the existing riders that will benefit from the project. This would entail, for example, riders on a bus route with buses fitted for Wi-Fi or users boarding or alighting at a park-and-ride being improved. Ridership data will be provided by the Metropolitan Council staff.

RESPONSE:

- Existing Transit Routes on the Project: _____

SCORING GUIDANCE (~~300-325~~ Points)

The applicant with the highest existing annual ridership will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing ridership of the project being scored divided by the project with the highest existing ridership multiplied by the maximum points available for the measure (300). For example, if the application being scored had ridership of 1,000 riders and the top project had a ridership of 1,500 riders, this applicant would receive $(1,000/1,500) * \text{300-325 points}$ or ~~200-217~~ points.

3. Equity and Housing Performance (150-200 175 Points) -- This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

- A. **MEASURE:** Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. ~~Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly.~~ Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30-105 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score 0 to 30 Points)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score 0 to 24 Points)
- Project's census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score 0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score 0 to 12 Points)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

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

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

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

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.

- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

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

SCORING GUIDANCE (30-105 Points)

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

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20) * \underline{30-105}$ points or ~~15-53~~ points.

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

- B. MEASURE: Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project's stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project includes express service with no reverse commute

trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates. If the project has stops in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project's stops are located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

4. Emissions Reduction (100- 50 Points) - This criterion measures the impact that the project's implementation may have on air quality by rating the potential that project's elements have to contribute to reductions ~~will have on air quality as measured by reductions~~ in CO, NO_x, CO_{2e}, PM_{2.5}, and VOC emissions. Projects can include improvements to rolling stock, increases in travel speed and reductions in idling, and facility modernization improvements, and systemwide upgrades that reduce congestion emissions, reduce exposure, reduce congestion, and/or improve energy efficiency and use of renewable energy.

~~A. **MEASURE:** Describe how the project will reduce CO, NO_x, CO_{2e}, PM_{2.5}, and/or VOC due to the reduction in SOV trips, reduction in VMT, and/or an increase of speeds. The applicant should also describe capital improvements that will reduce emissions and energy consumption.~~

~~Most projects will reduce CO, NO_x, CO_{2e}, PM_{2.5}, and/or VOC due to the reduction in VMT that comes about from adding new daily transit riders (computed in the third year of service). As part of the response, applicants may want to indicate the daily emissions reductions by using the formula and emissions factors below.~~

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

Emissions Factors

- ~~• CO reduced = VMT reduced * 2.39~~
- ~~• NO_x reduced = VMT reduced * 0.16~~
- ~~• CO_{2e} reduced = VMT reduced * 366.60~~
- ~~• PM_{2.5} reduced = VMT reduced * 0.005~~
- ~~• VOCs reduced = VMT reduced * 0.03~~

~~*RESPONSE: (Limit 2,100 characters; approximately 300 words)*~~

SCORING GUIDANCE (100 Points)

~~The applicant should describe improvements to rolling stock, increases in travel speed, facility improvements, and systemwide upgrades that will reduce congestion and/or improve energy efficiency. The application will be scored based on the improvements that are being made. Projects will receive a share of the full points at the scorer's discretion. (200 words or less).~~

A. Discuss how the project will reduce emissions. Examples of project elements that can reduce emissions include (note that this is not an exhaustive list):

- Improved fuel efficiency and reduced tailpipe emissions through vehicle upgrades
- Improved ability for riders to access transit via non-motorized transportation
- Improved accommodation of transit-oriented development walkable from transit stop(s) and/or station(s)
- Reduced vehicle acceleration/deceleration cycles, "dead head" time, or idling time
- Electric vehicle charging stations
- Sustainable facility features such as energy efficient equipment, "green infrastructure" for storm water management, and use of renewable energy

Applicants are recommended to provide any data to support their argument.

SCORING GUIDANCE (150 Points)

The project that has the most benefits for reduced emissions, reduced exposures, reduced congestion, ~~reduce emissions~~, and/or improved energy efficiency will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

5. Service and Customer Improvements (150-200 Points) - Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will operate more efficiently provide a better customer experience as a result of this project. ~~An improvement that makes transit more attractive to future and existing riders is offering faster travel times between destinations. Additionally, the modernization of a transit facility should present a savings in operating costs for the transit provider. Projects can also offer improvements to facilities that offer a better customer experience, and attract riders to transit facilities.~~ Service and customer improvements include but are not limited to providing faster travel times, providing new or improved amenities or customer facilities, and improving customer interface with transit.

~~A. **MEASURE:** Provide the existing and proposed travel times to calculate the percent reduction in transit passenger travel time due to the project. The applicant should provide the existing passenger travel time from the project site to the transit route's terminal. If the project benefits multiple routes, the applicant can take an average of the passenger travel times. Applicants must also provide the proposed travel time from the project site to the terminal. The percent reduction in travel time that will result from the project's implementation will be calculated automatically.~~

~~*RESPONSE (Percent reduction will be automatically calculated)*~~

- ~~• Current Passenger Travel Time (Minutes): _____~~
- ~~• Proposed Passenger Travel Time (Minutes): _____~~

SCORING GUIDANCE (75 Points)

~~The applicant with the greatest reduction in travel time will receive the full points. Remaining projects will receive a proportionate share of the full points.~~

~~B. **MEASURE:** Identify the current annual transit operating costs and proposed annual transit operating costs that will result from this project. Operating and maintenance costs are external to the project, and do not include costs associated with the construction or procurement of facilities, vehicles, or equipment. The percent reduction in operating and maintenance costs will be calculated automatically. The applicant should also provide its methodology for calculating cost change.~~

~~*RESPONSE (Percent reduction will be automatically calculated):*~~

- ~~• Current Annual Transit Operating Costs: _____~~
- ~~• Proposed Annual Transit Operating Costs: _____~~

- ~~• *Description of how the proposed cost change was determined (Limit 2,800 characters; approximately 400 words):*~~

SCORING GUIDANCE (38 Points)

~~The applicant with the greatest reduction in operating and maintenance costs will receive the full points. Remaining projects will receive a proportionate share of the full points.~~

C.A.MEASURE: Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following (~~37~~200 Points):

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

RESPONSE (Limit ~~2,800~~5,600 characters; approximately ~~400~~800 words):

SCORING GUIDANCE (~~37~~200 Points)

The applicant should describe improvements included in the project that will make transit service more attractive and improve the user experience. The project will be scored based on the quality of the responses. Projects will receive a share of the full points at the scorer's discretion.

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

- A. MEASURE: Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle, and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

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

SCORING GUIDANCE (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response (2,800 or fewer characters), will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit tops with safe / comfortable areas for pedestrians to walk or wait

7. Risk Assessment (100-50 Points) –This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the required Risk Assessment.

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

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

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

RESPONSE (Complete Risk Assessment):

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

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

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

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

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

Anticipated date or date of completion: _____

~~3) Environmental Documentation (5 Percent of Points)~~

- EIS EA PM

Document Status:

- 100% ~~Document approved (include copy of signed cover sheet)~~

- 75% Document submitted to State Aid for review (date submitted:)
- 50% Document in progress; environmental impacts identified; review request letters sent
- 0% Document not started

Anticipated date or date of completion/approval:

4)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 80/100% Historic/archeological ~~review under way~~ property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archaeological ~~resources~~ properties in the project area.

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge:

5) Review of Section 4f/6f Resources (10-20 Percent of Points)

- 4(f) — Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?
- 6(f) — Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

- 100% No Section 4f/6f resources property located in or adjacent to the project
- 100% Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)
- 80/70% Section 4f resources present within the project area, but no adverse effects impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.
- 50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Ccoordination/documentation has begun
- 30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun
- 0% Unsure if there are any impacts to Section 4f/6f resources in the project area

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

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 100% Right of way, permanent or temporary easements has/have been acquired
- 75% Right of way, permanent or temporary easements required, offers made

- ~~50%~~ ~~Right-of-way, permanent or temporary easements required, appraisals made~~
- ~~25%~~ ~~Right-of-way, permanent or temporary easements required, parcels identified~~
- ~~0%~~ ~~Right-of-way, permanent or temporary easements required, parcels not all identified~~
- ~~0%~~ ~~Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

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

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

Anticipated date or date of executed Agreement _____

~~8) Interchange Approval (15 Percent of Points)*~~

- ~~100%~~ ~~Project does not involve construction of a new/expanded interchange or new interchange ramps~~
- ~~100%~~ ~~Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~
- ~~0%~~ ~~Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~

~~*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.~~

~~9) Construction Documents/Plan (10 Percent of Points)~~

- ~~100%~~ ~~Construction plans completed/approved (include signed title sheet)~~
- ~~75%~~ ~~Construction plans submitted to State Aid for review~~
- ~~50%~~ ~~Construction plans in progress; at least 30% completion~~
- ~~0%~~ ~~Construction plans have not been started~~

~~Anticipated date or date of completion: _____~~

~~10) Letting~~

~~Anticipated Letting Date: _____~~

SCORING GUIDANCE (~~100~~50Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70) * \text{~~100~~50}$ points or ~~57~~29 points.

8. Cost Effectiveness (100 Points) – This criterion will assess the project’s cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

- A. *MEASURE: This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost ~~by the total number of points awarded in the previous criteria.~~*

Estimate and provide the annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equals the total annual project cost.

The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life.

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

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

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

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

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project: _____
- Total Annual Project Cost: _____
- Assumptions Used (Limit 1,400 characters; approximately 200 words): _____
- Cost effectiveness = ~~total TAB-eligible annual project cost~~/total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Travel Demand Management (TDM) – Prioritizing Criteria and Measures

~~May 18, 2016~~ October 5, 2016

Definition:

Transportation Demand Management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100 <u>200</u>	10 <u>18</u> %
Measure A - Ability to capitalize on existing regional transportation facilities and resources	100 <u>200</u>	
2. Usage	100	10 <u>9</u> %
Measure A - Users	100	
3. Equity and Housing Performance	150	15 <u>14</u> %
Measure A - Connection to disadvantageded populations and project's benefits, impacts, and mitigation	80	
Measure B - Housing Performance Score	70	
4. Congestion Reduction/Air Quality	400 <u>300</u>	40 <u>18</u> <u>27</u> %
Measure A - Congested roadways in project area	200 <u>150</u>	
Measure B - VMT reduced	200 <u>150</u>	
5. Innovation	200	20 <u>18</u> %
Measure A - Project innovations and geographic expansion	200	
6. Risk Assessment	50	5%
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
Sub-Total	1,000	100%
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total project cost /total points awarded/ <u>total project cost</u>)	100	
Total	1,100	

1. Role in the Regional Transportation System and Economy (~~100~~-200 Points) - This criterion measures the existing regional transportation resources that can be capitalized on as part of this project.

A. MEASURE: Identify the existing regional transportation facilities and resources on which the project will capitalize.

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

SCORING GUIDANCE (~~100~~-200 Points)

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

2. Usage (100 Points) – This criterion quantifies the project’s impact by estimating the number of direct users of the TDM by identifying the strength of its connection to target groups.

- A. **MEASURE:** Calculate and provide the average weekday users of the project. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. Applicants must describe their methodology for determining the number of project users. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project.

Benefits may include:

- Access to jobs
 - Reduced congestion
 - Reverse commute assistance
 - Ability to live car-free
 - Overcoming barriers to non-traditional commuting (e.g., ~~7~~ shift times not adhering to transit schedules; long transit trips due to transfers/timing)
 - Major employers or employment areas
 - Reduced transportation costs through subsidizing/incentivizing alternative modes
- (100 Points)

RESPONSE:

- Average Weekday Users: _____

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

SCORING GUIDANCE (100 Points)

The applicant will receive points based on the quality of the response and the number of average weekday users. The project that most effectively defines a targeted population and the ability to reach that population, along with the most effective benefits ~~The applicant with the most users will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 90 users and the application being scored had 50, this applicant would receive $(50/90)*100$ points or 56 points.~~

One hundred percent of points can be deducted if the applicant provides an unclear or unreasonable methodology. ~~If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.~~

3. Equity and Housing Performance (150 Points) -- This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

- A. **MEASURE:** Describe the project's positive benefits, and negative impacts, and mitigation(s) to minimize harm and promote equity for low-income populations; people of color; children, people with disabilities, and the elderly along with a description on how the impacted communities have been engaged. ~~In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (low-income populations; people of color; children, people with disabilities, and the elderly). As part of the response, reference the "Socio-Econ" map generated at the beginning of the application process to identify if the project is located in Area of Concentrated Poverty with 50% or more of residents are people of color, Concentrated Area of Poverty, or census tracts above the regional average in poverty or populations of color. (80 Points)~~

Responses

1. (20 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

2. (60 points) Describe the project's positive benefits to the identified communities. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

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

Travel Demand Management

3. (-10 to 0 points) Describe any negative externalities created by the project and measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

Below is a list of negative impacts. (Negative impacts can occur during construction/implementation) Note that this is not an exhaustive list.

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

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

SCORING GUIDANCE (80 Points)

Each application will be scored as described below.

1. (60 points): The project with the most impactful and meaningful community engagement will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (20 points) The project with the most positive benefits will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (up to 0 points) The scorer will reduce the score by one point for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than deducted.

Following the scoring of the two above elements, each project’s combined score will be determined. The top-scoring project will be adjusted to 80 points with all other projects adjusted

~~proportionately. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.~~

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

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

- City/Township: _____ (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 sewer development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

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

4. Congestion Reduction/Air Quality (400-300 Points) – This criterion measures the project’s ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project’s implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, PM_{2.5}, and VOC emissions.

- A. **MEASURE:** Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and/or single occupancy vehicle (SOV) trips. (200-150 Points)

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

SCORING GUIDANCE (200-150 Points)

The applicant with best response will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.

- The project is located in an area of traffic congestion served by one or more principal arterials or A-minor arterials: Up to ~~60~~-50 Points, plus
- The project will reduce congestion and/or SOV trips in the project area: Up to ~~140~~-100 Points

- B. **MEASURE:** The applicant must show that the project will reduce CO, NO_x, CO_{2e}, PM_{2.5}, and/or VOC due to the reduction in VMT. Calculate and provide the number of one-way commute trips reduced and the average commute trip length to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions Applicants must describe their methodology for determining the number of one-way trips reduced. (200 Points)

NOTE: A “trip” is defined as the journey from origin to destination. Round trip travel is considered two trips. Using multiple modes or multiple transit routes between an origin and destination does not constitute multiple trips.

- $VMT\ reduced = \text{Number of one-way commute trips reduced} * 12.1$

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

Emissions Factors

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

RESPONSE (Emissions reduction will be automatically calculated):

- Number of One-Way Commute Trips Reduced: _____
- Average Commute Trip Length (Default 12.1): _____
- *RESPONSE: (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (200-150 Points)

The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project reduced 5 kg and the

application being scored reduced 4 kg, this applicant would receive $(4/5) * 200 - 150$ points or $160 - 120$ points.

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

5. **Innovation (200–300 Points)** – This prioritizing criterion measures how well the project introduces new concepts to the region or expands to a new geographic region. Innovative TDM projects may involve the deployment of new creative strategies for the region, expand the geographic scope of a project to a new geographic area, serve populations that were previously unserved, or incorporate enhancements to an existing program.

A. **MEASURE:** Describe how the project is innovative or expands the geographic area of an existing project. (200 Points)

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

SCORING GUIDANCE (200 Points)

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

- Project introduces a new policy, program, or creative strategy: Up to 200 Points, ~~or~~
- Project replicates another project done in another region or applies research from another organization: Up to 125 Points,
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program: Up to ~~100~~ 75 Points

A project that duplicates efforts already occurring within the same geography can be subjected to a reduced score, at the scorer's discretion, if the scorer feels it is redundant and therefore not good stewardship of public funds.

6. Risk Assessment (50 Points) - This criterion measures technical capacity of the applicant and their long-term strategy to sustain their proposed projects beyond the initial funding period.

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

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

SCORING GUIDANCE (25 Points)

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

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

- B. **MEASURE:** Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project. (25 Points)

RESPONSE (Check one):

- Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase: (25 Points)
- Applicant has identified potential funding sources that could support the project beyond the initial funding period: (15 Points)
- Applicant has not identified funding sources to carry the project beyond the initial funding period: (0 Points)

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

SCORING GUIDANCE (25 Points)

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

7. Cost Effectiveness (100 Points) –This criterion will assess the project’s cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 6 criteria.

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

September 21, 2017

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

Examples of Multiuse Trail and Bicycle Facility Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	200	2018%
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
2. Potential Usage	200	2018%
Measure A - Existing population and employment within 1 mile (<u>potential usage</u>)	200 150	
<u>Measure B – Snow clearance</u>	50	
3. Equity and Housing Performance	120	1211%
Measure A - Connection to disadvantageded populations and project’s benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	250	2523%
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
5. Multimodal Facilities and Existing Connections	100	109%
Measure A - Transit or pedestrian elements of the project and connections	100	
6. Risk Assessment/Public Engagement	130	1312%
Measure A - Risk Assessment Form	130	
Sub-Total	1,000	100%
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total project cost points awarded/total <u>project cost</u> points awarded)	100	
Total	1,100	

Multiuse Trails and Bicycle Facilities

1. Role in the Regional Transportation System and Economy (200 Points) - This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy through its inclusion within or direct connection to the [Regional Bicycle Transportation Network \(RBTN\)](#), which is based on the Twin Cities Regional Bicycle System Study (2015).

- A. **MEASURE:** Reference the "RBTN Evaluation" map generated at the beginning of the application process. Draw the proposed trail on the map.

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

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

- Tier 1, Priority RBTN Corridor (200 Points)
 - Tier 1 RBTN Alignment (200 points)
 - Tier 2, RBTN Corridor (175 Points)
 - Tier 2, RBTN Alignment (175 Points)
 - Direct connection to an RBTN Tier 1 corridor or alignment: (150 Points)
 - Direct connection to an RBTN Tier 2 Corridor or Alignment (125 Points)
- OR*
- Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county city, or regional parks implementing agency plan. (50 Points)

SCORING GUIDANCE (200 Points)

The applicant will receive the points shown in the above bullets based on the location of the project relative to the RBTN.

RBTN Projects (Tier 1/Tier 2 corridors and alignments)

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

- Improve a segment of an existing Tier 1 or Tier 2 alignment beyond a simple resurfacing of the facility;
- Implement a currently non-existing segment of a Tier 1 or Tier 2 alignment within and along a Tier 1 or Tier 2 corridor; OR
- Connect directly to a specific Tier 1 or Tier 2 corridor or alignment of the RBTN.
* Note: if connecting to a RBTN **corridor**, the project must connect to a roadway or to the planned terminus of a trail in a way that makes possible a future connection to a potential RBTN alignment for the corridor.

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

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

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

Note: If no projects meet the above criterion for 200 points, the top scoring project(s) will be adjusted to 200 points and all other project scores will be adjusted proportionately. Due to tiered scoring, it is possible that ~~no, or~~ multiple, projects will receive the maximum allotment of 200 points.

2. Potential Usage (200 Points) - This criterion quantifies the project’s potential usage based on the existing population and employment adjacent to the project. Metropolitan Council staff will calculate the potential usage of the project using the Metropolitan Council model.

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

Upload the “Population Summary” map used for this measure.

RESPONSE (Data from the “Population Summary” map):

- Existing Population within 1 Mile (Integer Only, ~~100-75~~ Points): _____
- Existing Employment within 1 Mile (Integer Only, ~~100-75~~ points): _____

SCORING GUIDANCE (200-150 Points)

The applicant with highest population will receive the full ~~100-75~~ points, as will the applicant with the highest number of jobs. Remaining projects will receive a proportionate share of the full points for population and jobs, respectively. As an example for population, projects will score equal to the existing population within 1 mile of the project being scored divided by the project with the highest population within 1 mile multiplied by the maximum points available for the measure (~~100-75~~). For example, if the application being scored had 1,000 people within 1 mile and the top project had 1,500 people, this applicant would receive $(1,000/1,500) * \del{100-75} points or ~~67-50~~ points.$

- Existing population: ~~100-75~~ Points
- Existing employment: ~~100-75~~ Points

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

The highest-scoring application for this measure will be adjusted to receive the full 200 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had ~~190-140~~ points, this applicant would receive $(80/\del{190-140}) * \del{200-150} points or ~~84-86~~ points.$

- B. MEASURE: Confirm that the applicant and/or controlling jurisdiction will maintain the facility for year-round bicycle usage via removal of snow 24 hours after the conclusion of a snowfall.

RESPONSE:

- Will remove snow for year-round bicycle use (50 Points): _____
- Will not remove snow for year-round bicycle use (0 Points): _____

SCORING GUIDANCE (50 Points)

Applicants that commit to year-round usage by removing snow from trails will receive 50 points. Those who do not will receive zero points.

3. Equity and Housing Performance (120 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

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

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score 0 to 30 Points)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score 0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score 0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score 0 to 12 Points)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

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

Multiuse Trails and Bicycle Facilities

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

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

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

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

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

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

Multiuse Trails and Bicycle Facilities

- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

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

SCORING GUIDANCE (30-50 Points)

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

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20) * \del{30} 50 points or ~~15-25~~ points. Note also that it is possible to score negative points on this measure.$

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on an average score of the jurisdictions. If a project is located in a city or township with no

Multiuse Trails and Bicycle Facilities

allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

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

SCORING GUIDANCE (70 Points)

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

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

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

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

4. Deficiencies and Safety (250 Points) – This criterion addresses the project’s ability to overcome barriers or system gaps through completion of a [Critical Bicycle Transportation Link](#), as defined in the 2040 TPP. **Critical Bicycle Transportation Links** encompass several types of barriers that can disrupt the connectivity of the Regional Bicycle Transportation Network (RBTN) and isolate communities and key destinations. In addition to providing critical links, projects will be scored on their ability to correct deficiencies and improve the overall safety/security of an existing facility, or expand safe biking opportunities with a future multiuse trail or bicycle facility.

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

- A. **MEASURE:** Discuss how the project will close a gap and/or improve continuity or connections between jurisdictions. The applicant should include a description of gap improvements for the project. (100 Points)

RESPONSE (Check all that apply):

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

Gap improvements can be on or off the RBTN and may include the following:

- Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;
- Improving bikeability to better serve all ability and experience levels by:
 - Providing a safer, more protected on-street facility;
 - Improving crossings at busy intersections (signals, signage, pavement markings); OR
 - Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

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

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

SCORING GUIDANCE (100 Points)

Multiuse Trails and Bicycle Facilities

The applicant will receive up to 90 points if the response shows that the project closes a gap and/or crosses or circumvents a physical barrier and up to 10 points if it improves continuity and/or connections between jurisdictions. The project that the most meets the intent of each the criteria will receive the maximum points (e.g., 90 points for the project that best overcomes a gap or barrier). Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

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

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

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

SCORING GUIDANCE (150 Points)

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

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportional share between ~~101-76~~ and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): ~~101-76~~ to 150 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 100 points while other projects will receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points

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

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

RESPONSE (200 words or less):

SCORING GUIDANCE (100 Points)

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

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

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

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

RESPONSE (Complete Risk Assessment):

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

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

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

40% ~~Stakeholders have been identified~~

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

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

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

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

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

Anticipated date or date of completion: _____

3) ~~Environmental Documentation (5 Percent of Points)~~

~~EIS~~ ~~EA~~ ~~PM~~

Document Status:

100% ~~Document approved (include copy of signed cover sheet)~~

75% ~~Document submitted to State Aid for review (date submitted: _____)~~

50% ~~Document in progress; environmental impacts identified; review request letters sent~~

0% ~~Document not started~~

Anticipated date or date of completion/approval: _____

4)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- ~~80~~100% Historic/archeological ~~review under way~~ property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archeological ~~resources~~ properties in the project area.

~~Anticipated date or date of completion of historic/archeological review: _____~~

Project is located on an identified historic bridge:

~~5) Review of Section 4f/6f Resources (10-20 Percent of Points)~~

~~4(f) — Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?~~

~~6(f) — Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?~~

- ~~100% No Section 4f/6f resources property located in or adjacent to the project~~
- ~~100% Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)~~
- ~~80~~70% ~~Section 4f resources present within the project area, but no adverse effects~~ impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.
- ~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Ccoordination/documentation has begun~~
- ~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- ~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

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

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- ~~100% Right-of-way, permanent or temporary easements has/have been acquired~~
- ~~75% Right-of-way, permanent or temporary easements required, offers made~~
- ~~50% Right-of-way, permanent or temporary easements required, appraisals made~~
- ~~25% Right-of-way, permanent or temporary easements required, parcels identified~~
- ~~0% Right-of-way, permanent or temporary easements required, parcels not all identified~~
- ~~0% Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

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

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

Anticipated date or date of executed Agreement _____

~~8) Interchange Approval (15 Percent of Points)*~~

- ~~100%~~ Project does not involve construction of a new/expanded interchange or new interchange ramps
- ~~100%~~ Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee
- ~~0%~~ Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

~~*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.~~

~~9) Construction Documents/Plan (10 Percent of Points)~~

- ~~100%~~ Construction plans completed/approved (include signed title sheet)
- ~~75%~~ Construction plans submitted to State Aid for review
- ~~50%~~ Construction plans in progress; at least 30% completion
- ~~0%~~ Construction plans have not been started

~~Anticipated date or date of completion: _____~~

~~10) Letting~~

~~Anticipated Letting Date: _____~~

SCORING GUIDANCE (130 Points)

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

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

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

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

July 12, 2017

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

Examples of Pedestrian Facility Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	150	1514%
Measure A - Connection to Jobs and Educational Institutions	150	
2. Potential Usage	150	1514%
Measure A - Existing population within 1/2 mile	150	
3. Equity and Housing Performance	120	1211%
Measure A - Connection to disadvantageded populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	300	3027%
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies corrected or safety problems addressed	180	
5. Multimodal Facilities and Existing Connections	150	1514%
Measure A - Transit or bicycle elements of the project and connections	150	
6. Risk Assessment	130	1312%
Measure A - Risk Assessment Form	130	
Sub-Total	1,000	100%
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total project cost /total points awarded/ <u>total project cost</u>)	100	
Total	1,100	

1. Role in the Regional Transportation System and Economy (150-300 150 Points) -

This criterion measures the regional significance of the project, including the project's connections to jobs, and Educational Institutions, as defined in ThriveMSP 2040 and people.

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

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

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

- Existing Employment Within One-Half Mile: _____
- Existing Post-Secondary Enrollment Within One-Half Mile: _____

SCORING GUIDANCE (150 Points)

The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/2 mile and the top project had 1,500 workers/students, this applicant would receive $(1,000/1,500) * 150$ points or 100 points. Using the Metropolitan Council model, all census block groups that are included within or intersect the buffer area around the project.

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

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

- B. **MEASURE:** Reference the “Population Summary” map generated at the beginning of the application process. Report the existing population within 1/2-mile, as depicted on the “Population Summary” map.

Upload the “Population Summary” map used for this measure.

RESPONSE (Data from the “Population Summary” map):

- Existing Population Within One-Half Mile: _____

SCORING GUIDANCE (150 Points)

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

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

3. Equity and Housing Performance (120 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

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

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score ~~0 to 30 Points~~)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score ~~0 to 24 Points~~)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score ~~0 to 18 Points~~)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score ~~0 to 12 Points~~)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

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

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

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

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.

- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

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

SCORING GUIDANCE (50 Points)

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

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*50$ points or 25 points. Note also that it is possible to score negative points on this measure.

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

development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

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

SCORING GUIDANCE (70 Points)

The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90)*70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

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

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

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

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

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

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

SCORING GUIDANCE (120 Points)

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

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

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

SCORING GUIDANCE (180 Points)

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

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 180 points. The other projects in this category will receive a proportional share between 121 and 180 points (i.e., a project that reduces one-half of the crashes of the top project would receive 150 points): ~~121~~ 101 to 180 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 120 points based on the quality of the project and response: 0 to 120 Points

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

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

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

SCORING GUIDANCE (150 Points)

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

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

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

RESPONSE (Complete Risk Assessment):

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

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

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

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

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

Anticipated date or date of completion: _____

3) ~~Environmental Documentation (5 Percent of Points)~~

- ~~EIS~~ ~~EA~~ ~~PM~~

Document Status:

- 100% Document approved (include copy of signed cover sheet)
- 75% Document submitted to State Aid for review (date submitted: _____)
- 50% Document in progress; environmental impacts identified; review request letters sent
- 0% Document not started

Anticipated date or date of completion/approval: _____

4)2) Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- ~~80~~100% Historic/archeological ~~review under way~~ property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archaeological ~~resources~~ properties in the project area.

~~Anticipated date or date of completion of historic/archeological review: _____~~

Project is located on an identified historic bridge:

~~5) Review of Section 4f/6f Resources (10-20 Percent of Points)~~

~~4(f) — Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?~~

~~6(f) — Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?~~

- ~~100% No Section 4f/6f resources property located in or adjacent to the project~~
- ~~100% Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)~~
- ~~80~~70% ~~Section 4f resources present within the project area, but no adverse effects~~ impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.
- ~~50% Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Ccoordination/documentation has begun~~
- ~~30% Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- ~~0% Unsure if there are any impacts to Section 4f/6f resources in the project area~~

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

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- ~~100% Right-of-way, permanent or temporary easements has/have been acquired~~
- ~~75% Right-of-way, permanent or temporary easements required, offers made~~
- ~~50% Right-of-way, permanent or temporary easements required, appraisals made~~
- ~~25% Right-of-way, permanent or temporary easements required, parcels identified~~
- ~~0% Right-of-way, permanent or temporary easements required, parcels not all identified~~
- ~~0% Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

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

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

Anticipated date or date of executed Agreement _____

~~8)~~ **Interchange Approval (15 Percent of Points)***

- ~~100%~~ Project does not involve construction of a new/expanded interchange or new interchange ramps
- ~~100%~~ Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee
- ~~0%~~ Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

~~9)~~ **Construction Documents/Plan (10 Percent of Points)**

- ~~100%~~ Construction plans completed/approved (include signed title sheet)
- ~~75%~~ Construction plans submitted to State Aid for review
- ~~50%~~ Construction plans in progress; at least 30% completion
- ~~0%~~ Construction plans have not been started

Anticipated date or date of completion: _____

~~10)~~ **Letting**

Anticipated Letting Date: _____

SCORING GUIDANCE (130 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*50 points or 29 points.

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

July 11, 2017

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

Examples of Safe Routes to School Infrastructure Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Relationship between Safe Routes to School Program Elements	250	2523%
Measure A - Describe how project addresses 5 Es* of SRTS program	250	
2. Potential Usage	250	2523%
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
3. Equity and Housing Performance	120	1211%
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	250	2523%
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety or security addressed	150	
5. Public Engagement/Risk Assessment	130	12%
Measure A - Public engagement process	45	
Measure B - Risk Assessment Form	85	
Sub-Total	1,000	100%
6. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total project cost /total points awarded/ total project cost/)	100	
Total	1,100	

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

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

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

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

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

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

SCORING GUIDANCE (250 Points)

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

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

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

2. Potential Usage (250 Points) - This criterion quantifies the project’s potential impact to existing population.

- A. ***MEASURE:*** Average percent of student population that currently bikes, walks, or takes public transit to school, as identified on the Safe Routes to School student travel tally worksheet. Public transit usage does not refer to school buses. Public transit usage should only be considered when the bus route does not have a stop at the school (since these students must walk or bike to get to the school grounds). As part of the required attachments, applicants should attach copies of all original travel tally documentation. (170 Points)

RESPONSE:

- Average percent of student population: _____

SCORING GUIDANCE (170 Points)

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

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

RESPONSE:

- Student population within one mile of the school: _____

SCORING GUIDANCE (80 Points)

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

3. Equity and Housing Performance (120 Points) – This criterion addresses the Council’s role in advancing equity by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. ~~Describe the project’s positive benefits, and negative impacts, and mitigation for low income populations; people of color; children, people with disabilities, and the elderly.~~ Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of the benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (30-50 Points)

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

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

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score ~~0 to 30 Points~~)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score ~~0 to 24 Points~~)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score ~~0 to 18 Points~~)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score ~~0 to 12 Points~~)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

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

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

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

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.

- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

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

SCORING GUIDANCE (30-50 Points)

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

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20) * \del{30-50} points or ~~15-25~~ points. Note also that it is possible to score negative points on this measure.$

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

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

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

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

SCORING GUIDANCE (70 Points)

The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90)*70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

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

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

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

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

SCORING GUIDANCE (150 Points)

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

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Applicant also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency, supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportionate share between ~~101~~76 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): ~~101~~76 to 150 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/car, pedestrian/car, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 100 points while other projects will receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points

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

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

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

SCORING GUIDANCE (45 Points)

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

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

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

RESPONSE (Complete Risk Assessment):

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

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

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

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

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

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

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

Anticipated date or date of completion: _____

3) ~~Environmental Documentation (5 Percent of Points)~~

~~EIS~~ ~~EA~~ ~~PM~~

Document Status:

100% ~~Document approved (include copy of signed cover sheet)~~

75% ~~Document submitted to State Aid for review (date submitted: _____)~~

50% ~~Document in progress; environmental impacts identified; review request letters sent~~

0% ~~Document not started~~

~~Anticipated date or date of completion/approval: _____~~

4)2) ~~Review of Section 106 Historic Resources (10 20 Percent of Points)~~

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

~~80~~100% ~~Historic/archeological review under way~~ property impacted; determination of "no historic properties affected" or "no adverse effect" anticipated

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

0% ~~Unsure if there are any historic/archaeological resources~~ properties in the project area.

~~Anticipated date or date of completion of historic/archeological review: _____~~

Project is located on an identified historic bridge:

5) ~~Review of Section 4f/6f Resources (10 20 Percent of Points)~~

~~4(f) — Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?~~

~~6(f) — Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?~~

100% ~~No Section 4f/6f resources~~ property located in or adjacent to the project

100% ~~Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)~~

- ~~80~~70% ~~Section 4f resources present within the project area, but no adverse effects/impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.~~
- 50% ~~Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. — Ccoordination/documentation has begun~~
- 30% ~~Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely — coordination/documentation has not begun~~
- 0% ~~Unsure if there are any impacts to Section 4f/6f resources in the project area~~

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

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- ~~100%~~ ~~Right of way, permanent or temporary easements has/have been acquired~~
- ~~75%~~ ~~Right-of-way, permanent or temporary easements required, offers made~~
- ~~50%~~ ~~Right-of-way, permanent or temporary easements required, appraisals made~~
- ~~25%~~ ~~Right-of-way, permanent or temporary easements required, parcels identified~~
- 0% ~~Right-of-way, permanent or temporary easements required, parcels not all identified~~
- 0% ~~Right of way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

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

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

Anticipated date or date of executed Agreement _____

8) Interchange Approval (15 Percent of Points)*

- ~~100%~~ ~~Project does not involve construction of a new/expanded interchange or new interchange ramps~~
- ~~100%~~ ~~Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~
- ~~0%~~ ~~Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~

*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

9) ~~Construction Documents/Plan (10 Percent of Points)~~

- 100% ~~Construction plans completed/approved (include signed title sheet)~~
- 75% ~~Construction plans submitted to State Aid for review~~
- 50% ~~Construction plans in progress; at least 30% completion~~
- 0% ~~Construction plans have not been started~~

~~Anticipated date or date of completion: _____~~

10) ~~Letting~~

~~Anticipated Letting Date: _____~~

SCORING GUIDANCE (85 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70)*50$ points or 29 points.

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

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

ACTION TRANSMITTAL No. 2017-30

DATE: October 2, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation: Weighting of Criteria and Measures
REQUESTED ACTION: Approval of the weighting of the criteria and measures for the 2018 Regional Solicitation as shown in Attachments 1 through 5.
RECOMMENDED MOTION: That TAC Funding and Programming recommend to TAC the weighting of the criteria and measures for the 2018 Regional Solicitation as shown in Attachments 1 through 5.

BACKGROUND AND PURPOSE OF ACTION: Each criterion contains measures, the scores for which were determined by TAB following TAC recommendation. Some criteria, measures, and scoring weights were changed prior to the 2016 Regional Solicitation. Similarly, criteria and measures are proposed to change for the 2018 Regional Solicitation as described in the previous action transmittal. The following list proposes some changes to criteria weights and measure scoring values. Attachment 1 shows the criteria and the proposed weighting for the criteria for each of the application categories. Attachments 2 through 5 show the proposed changes to the distribution of points within and between the criteria.

Proposed Criteria Weighting Changes:

- For the most part, the recommended criteria weightings remain the same as within the 2016 Regional Solicitation. Proposed weighting changes are shown on Attachment 1 and the explanation of why the change is being recommended is shown below.
- In Roadway Expansion, Role in the Regional Transportation System and Economy is proposed to change from 16% to 19% alongside a reduction from 7% to 4% in Infrastructure Age and Condition. The primary rationale is that survey feedback indicates a preference to increase scoring that benefit freight movements.
- In Roadway Reconstruction and Modernization, a change is proposed that would decrease Role in the Regional Transportation System from 16% to 15% and increase Congesting Reduction and Air Quality from 7% to 8%. This is primarily a function of the proposed change to the measures and, therefore, scoring values.
- Following work group meetings, in Roadway System Management, Role in the Regional Transportation System is proposed to increase from 11% to 16% of the total alongside a decrease from 9% to 5% in Multimodal Elements and Existing Conditions. This is primarily a function of the inclusion of new measures in the former and a belief that multimodal accommodations are not as vital to these projects as they are to projects in the other roadway categories.
- Transit Modernization includes several proposed changes proposed following meetings from a Transit work group.
 - Increasing Usage from 27% to 30% and increasing equity and housing performance from 14% to 16%. These were both initially adjusted to match the Transit Expansion application, but then partially reduced to make room for the following increases.

- Decreasing Congestion Reduction and Air Quality Improvement from 9% to 5%. Members believed that this criterion was a bit overweighed given that the category is not about attracting new riders, but serving existing riders.
- Decreasing Risk Assessment from 9% to 5%. This was decreased as a response to increasing other measures.
- Increasing Transit and Customer Improvements from 14% to 18%. Members believed that this category is very important and captures the essence of transit modernization.
- The TDM workgroup recommended a decrease in Congestion Reduction and Air Quality from 36% to 18% along with increases in Role in the Regional Transportation System from 9% to 18% and Innovation from 18% to 27%. However, when this was brought as an information item, members believed that Congestion Reduction and Air Quality should not be reduced by half and recommended changing that to 27%, while leaving innovation at 18%.
- No changes to criteria weights are proposed for Bridges, Transit Expansion, or any of the Bicycle/Pedestrian categories.

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

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Review & Recommend	-
Metropolitan Council	Concurrence	-

ATTACHMENT 1: DRAFT CRITERIA WEIGHTING

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

ATTACHMENT 2: ROADWAY MEASURES

Criteria and Measures	Expansion	Recon/Mod	System-Traffic Mgmt	Bridge
Role in the Regional Transportation System and Economy	16 19%	16 15%	11 16%	18%
Measure A - Average-d Distance to nearest parallel bridge	80	80	55	115 100 pts
<u>Measure A – System congestion and PA Intersection Conversion Study priorities</u>	80 pts	65 pts		
<u>Measure A – Functional Classification</u>			50 pts	
Measure B – Connection to Total Jobs, Manu/Dist Jobs, <u>education</u>	30-50 pts	30-40 pts	30 pts	30 pts
<u>Measure B – Integration within existing traffic management systems</u>			50 pts	
Measure C – Current daily heavy commercial traffic <u>Regional Truck Corridor Tiers</u>	50-80 pts	50-65 pts	30-50 pts	35-65 pts
<u>Measure D – Coordination with other agencies</u>			25 pts	
- Measure D – Freight project elements	15 pts	15 pts	10 pts	15 pts
Usage	16%	16%	11%	12%
Measure A – Current daily person throughput	110 pts	110 pts	85 pts	100 pts
Measure B – Forecast 2040 average daily traffic volume	65 pts	65 pts	40 pts	30 pts
Equity and Housing Performance	9%	9%	9%	9%
Measure A – Connection to disadvantaged pop and benefits, impacts, mitigation	30 pts	30 pts	30 pts	30 pts
Measure B – Housing Performance Score	70 pts	70 pts	70 pts	70 pts
Infrastructure Age/Condition	7 4%	14%	7%	36%
Measure A – Date of construction / <u>obsolete equipment</u>	75-40 pts	50 pts	75 pts	
<u>Measure A – Bridge Sufficiency Rating</u>				300 pts
Measure B - Geometric, structural, or infrastructure deficiencies		100 pts		
Measure B – Load-Posting				100 pts
Congestion Reduction/Air Quality	14%	7%	18%	
Measure A – Vehicle delay reduced	100 pts	45-50 pts	150 pts	
<u>Measure A – Congested roadway</u>			150 pts	
Measure B – Kg of emissions reduced	50 pts	30 pts	50 pts	
<u>Measure B – Emissions and congestion benefits of project</u>			50 pts	
Safety	14%	14%	18%	
Measure A – Crashes reduced	150 pts	150 pts	200-50 pts	
<u>Measure B – Safety issues in project area</u>			150 pts	
Multimodal Elements and Existing Connections	9%	9%	95%	9%
Measure A - Transit, bicycle, pedestrian, elements, and connections	100 pts	100 pts	100-50 pts	100 pts
Risk Assessment	7%	7%	7%	7%
Measure A - Risk Assessment Form	75 pts	75 pts	75 pts	75 pts
Cost Effectiveness	9%	9%	9%	9%
Measure A - Cost effectiveness (total project cost/total points awarded)	100 pts	100 pts	100 pts	100 pts
Total Points	1,100 pts	1,100 pts	1,100 pts	1,100 pts

ATTACHMENT 3: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
Role in the Regional Transportation System and Economy	9%	9%
Measure A - Connection to Jobs and Educational Institutions	50 pts	50 pts
Measure B – Average number of weekday transit trips connected to the project	50 pts	50 pts
Usage	32%	2730%
Measure A – Existing riders		300 325 pts
Measure B – New riders	350 pts	
Equity and Housing Performance	18%	1416%
Measure A - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation	130 pts	80 105 pts
Measure B - Housing Performance Score	70 pts	70 pts
Emissions Reduction	18%	95%
Measure A - Total emissions reduced	200 pts	100 50 pts
Multimodal Elements and Existing Connections	9%	9%
Measure A - Multimodal elements of the project and existing connections	100 pts	100 pts
Risk Assessment	5%	95%
Measure A - Risk Assessment Form	50 pts	100 50 pts
Service and Customer Improvements		1418%
Measure C-A – <u>Project Service Improvements for Transit Users</u>		37 200 pts
Cost Effectiveness	9%	9%
Measure A – Cost effectiveness (total project cost/total points awarded)	100 pts	100 pts
Total	1,100 pts	1,100 pts

ATTACHMENT 4: TDM MEASURES

Criteria and Measures	Points
1. Role in the Regional Transportation System and Economy	918%
Measure A – Ability to capitalize on existing regional transportation facilities and resources	100 200 pts
2. Usage	9%
Measure A – Users	100 pts
3. Equity and Housing Performance	14%
Measure A - Project’s benefits, impacts, and mitigation to disadvantaged populations	80 pts
Measure B - Housing Performance Score	70 pts
4. Congestion Reduction/Air Quality	3627%
Measure A - Congested roadways in project area	200 150 pts
Measure B - Emissions reduced	200 150 pts
5. Innovation	18%
Measure A - Project innovations or new geographic area	200 pts
6. Risk Assessment	5%
Measure A - Technical capacity of applicant's organization	25 pts
Measure B - Continuation of project after initial federal funds are expended	25 pts
7. Cost Effectiveness	9%
Measure A – Cost effectiveness (total project cost/total points awarded)	100 pts
Total	1,100 pts

ATTACHMENT 5: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
Role in the Regional Transportation System and Economy	18%	14%	23%
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200 pts		
Measure A – Connection to Jobs and Educational Institutions		150 pts	
Measure A – “5 Es”			250 pts
Potential Usage	18%	14%	23%
Measure A –Existing population and employment	200 150 pts		
Measure A –Existing population		150 pts	
Measure A - Average share of student population that bikes, walks, or uses transit			170 pts
<u>Measure B – Snow clearance</u>	<u>50 pts</u>		
Measure B - Student population within school's walkshed			80 pts
Equity and Housing Performance	11%	11%	11%
Measure A - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation	50 pts	50 pts	50 pts
Measure B - Housing Performance Score	70 pts	70 pts	70 pts
Deficiencies and Safety	23%	27%	23%
Measure A – Gaps closed/barriers removed, and/or continuity between jurisdictions improved by the project	100 pts	120 pts	100 pts
Measure B - Deficiencies corrected or safety problem addressed	150 pts	180 pts	150 pts
Multimodal Facilities and Existing Connections	9%	14%	
Measure C - Transit or pedestrian elements of the project; and existing connections	100 pts	150 pts	
Risk Assessment/Public Engagement	12%	12%	12%
Measure A - Risk Assessment Form	130 pts	130 pts	85 pts
Measure A – Public Engagement			45 pts
Cost Effectiveness	9%	9%	9%
Measure A-Cost effectiveness (Total project cost/total points awarded)	100 pts	100 pts	100 pts
Total	1,100	1,100	1,100

ACTION TRANSMITTAL No. 2017-31

DATE: October 2, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation: Awarding One Roadway Project per Functional Classification.
REQUESTED ACTION: Decision on whether to continue to fund at least one roadway project in each functional classification.
RECOMMENDED MOTION: That the TAC Funding & Programming Committee provide a recommendation to TAC on whether to continue to fund at least one roadway project in each functional classification.

BACKGROUND AND PURPOSE OF ACTION: Following the 2014 Regional Solicitation, TAC and TAB discussed the difficulty that applications along some roadway classifications, specifically A-minor connectors, had in scoring high enough to be funded. Therefore, for the 2016 Regional Solicitation, a policy stating that at least one project from each functional classification must be funded to ensure that all parts of the system receive investment. The result was that an A-minor connector project ranked 28th in the Roadway Reconstruction and Modernization category was funded, while the projects ranked 13th through 27th were skipped over for funding.

The eligible roadway classifications are:

- Non-freeway principal arterials
- A-minor augmentors
- A-minor connectors
- A-minor expanders
- A-minor relievers

Should this policy be reversed, A-minor connector projects are unlikely to receive funding.

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

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Review & Recommend	-
Metropolitan Council	Concurrence	-

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2017-32

DATE: October 2, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation: Project inflation rate.
REQUESTED ACTION: Approval of funding ranges by mode for the 2018 Regional Solicitation.
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC funding ranges by mode for the 2018 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: Shown in the table below are funding ranges by mode, represented both proportionate and total-dollar ranges. The proportionate range is identical to the ranges used in the previous two Regional Solicitations and is reflective of historic distribution since 2003. The total-dollar range reflects these proportions based on the assumed funds available for fiscal years 2022 and 2023.

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

Note also that in 2016, Roadways Including Multimodal Elements included a TAB decision that \$10M to \$15M would be allocated to the Bridge Rehabilitation and Replacement category. TAB should consider whether to continue with that decision. This decision was added in response to only one bridge being funded through the 2014 Regional Solicitation. However, staff believes that that a set-aside for bridges or any other application category is not needed as TAB always reserves the right to fund further down one application category or another.

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

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Review & Recommend	-
Metropolitan Council	Concurrence	-

ACTION TRANSMITTAL No. 2017-33

DATE: October 2, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation: Policies, Qualifying criteria and Project Eligibility
REQUESTED ACTION: Approval of policies, qualifying criteria and project eligibility for the 2018 Regional Solicitation
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC policies, qualifying criteria, and project eligibility for the 2018 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: Along with the scoring criteria and measures and their scoring values that TAB must approve are qualifying requirements, project eligibility, and other policy concerns.

Attached are three draft sections of the Regional Solicitation: Introduction, Qualifying Requirements, and Forms. Key changes to consider, shown tracked in the attachments, include:

1. Whether to allow funding of transit maintenance and support facilities and garages through the Transit Modernization category. Staff recommends disallowing the funding of transit maintenance and support facilities, as Transit Modernization projects are meant to more directly serve riders.
2. Into which roadway category (Expansion or Reconstruction/Modernization) to two-to-three-lane conversions should be eligible. Staff recommends Reconstruction Modernization, as those projects tend to be completed for safety and turn-movement reasons, as opposed to system expansion.
3. Whether to allow scoring committees the flexibility to deviate from the approved scoring guidance (with a rationale provided to the Funding & Programming Committee). Staff recommends allowing this.
4. Whether to allow scorers the option to prorate scores based on the second-highest scoring project (as opposed to the top-scoring project) in cases where strict adherence to the scoring guidance creates an outlier. Staff recommends allowing this.
5. Removes restriction that TAB will only fund one roadway, bridge, bicycle, or pedestrian trail within the same corridor. Any projects in the same corridor must prove independent utility as a qualifying requirement.
6. Whether to include additional language notifying transit applicants the opportunity to have their ridership projections reviewed by Council staff prior to submittal in order to determine whether the scoring methodology is sound. Staff recommends this change.
7. Whether to add a rule that higher-scoring-projects cannot be skipped over to funding lower-scoring projects within the same category, except if it is needed to satisfy another rule (e.g., funding of one application per functional classification). Staff recommends this.
8. Whether to require an application earn a minimum score to be eligible for funding. Staff recommends this and suggests a minimum score that is 50% of the top score within each category as opposed to a flat number.

9. Whether to add a qualifying criterion requiring that any sponsoring agency with at least 50 employees must be substantially working toward completing its ADA Transition Plan. Staff recommends this, as it is consistent with direction from FHWA.
10. Whether to require that all roadway projects that involve the construction of a new or expanded interchange or new interchange ramps have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Staff recommends this, as it was agreed upon prior to release of the 2016 Regional Solicitation.
11. Whether to require that Roadway Expansion projects expanding thru lanes or building a new interchange on an existing signalized corridor have completed signal retiming within the five-year time period before the project was submitted for funding. Staff recommends this because it is consistent with the 2040 Transportation Policy Plan and helps assure that the applicant has had the opportunity rule out more cost-effective solutions.
12. Whether to add a requirement to the Transit Expansion and Transit Modernization categories that each application must show independent utility and the points awarded in the application should only account for the improvements listed in the application. Staff recommends this as it helps prevent double-counting of riders and other project benefits.
13. Whether to add a requirement that Travel Demand Management (TDM) applicants must be properly categorized as a subrecipient in accordance with [2CFR200.330](#). Staff recommends this as a way to address project risk.
14. Whether to add a requirement that TDM applicants must not have received any audit findings, material weaknesses, significant deficiencies, or material non-compliances in either of the two preceding fiscal years. Staff recommends this as a way to address project risk.
15. Whether to add a requirement that TDM applicants must adhere to Subpart E Cost Principles of [2CFR200](#) under the proposed sub award. Staff recommends this to address project risk.
16. Whether to require that all applications include a “before” photo. This will be part of a before and after analyses of the projects funded through the Regional Solicitation. Staff recommends this.
17. Whether to request documentation of Local Support, by listing any public involvement completed to date.
18. Whether to limit application attachments to fewer than 15 pages for each attachment. Staff recommends this along with a requirement that all pages be 8.5” by 11”.
19. Whether to require applicants to submit a one-page project summary to be used by the scoring committees and TAB members. Staff recommends this change.
20. Whether to require applicants to include a letter or resolution from their governing boards committing to fund the entire local match if other the agency is not successful in securing other funding sources for the local match. Staff recommends this change.

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

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Review & Recommend	-
Metropolitan Council	Concurrence	-

Introduction to the Regional Solicitation for Transportation Projects

June 22, 2017

The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The online application can be accessed at: <http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Solicitation.aspx>

Federal Program Overview

As authorized by the most recent federal surface transportation funding act, Fixing America's Surface Transportation (FAST) Act, projects will be selected for funding as part of ~~two federal programs: the~~ Surface Transportation Block Grant Program (STBGP) ~~and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Transportation Alternatives Program (TAP) was folded into STBGP in the FAST Act is the~~. It is assumed that federal funding will continue to be available in 2022 and 2023~~1~~, but there is no money set aside at the current time with current federal legislation.

Connection to the Regional Policy

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

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

TABLE 1: REGIONAL SOLICITATION CONNECTION TO REGIONAL POLICY

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

Modal Categories and Application Categories

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

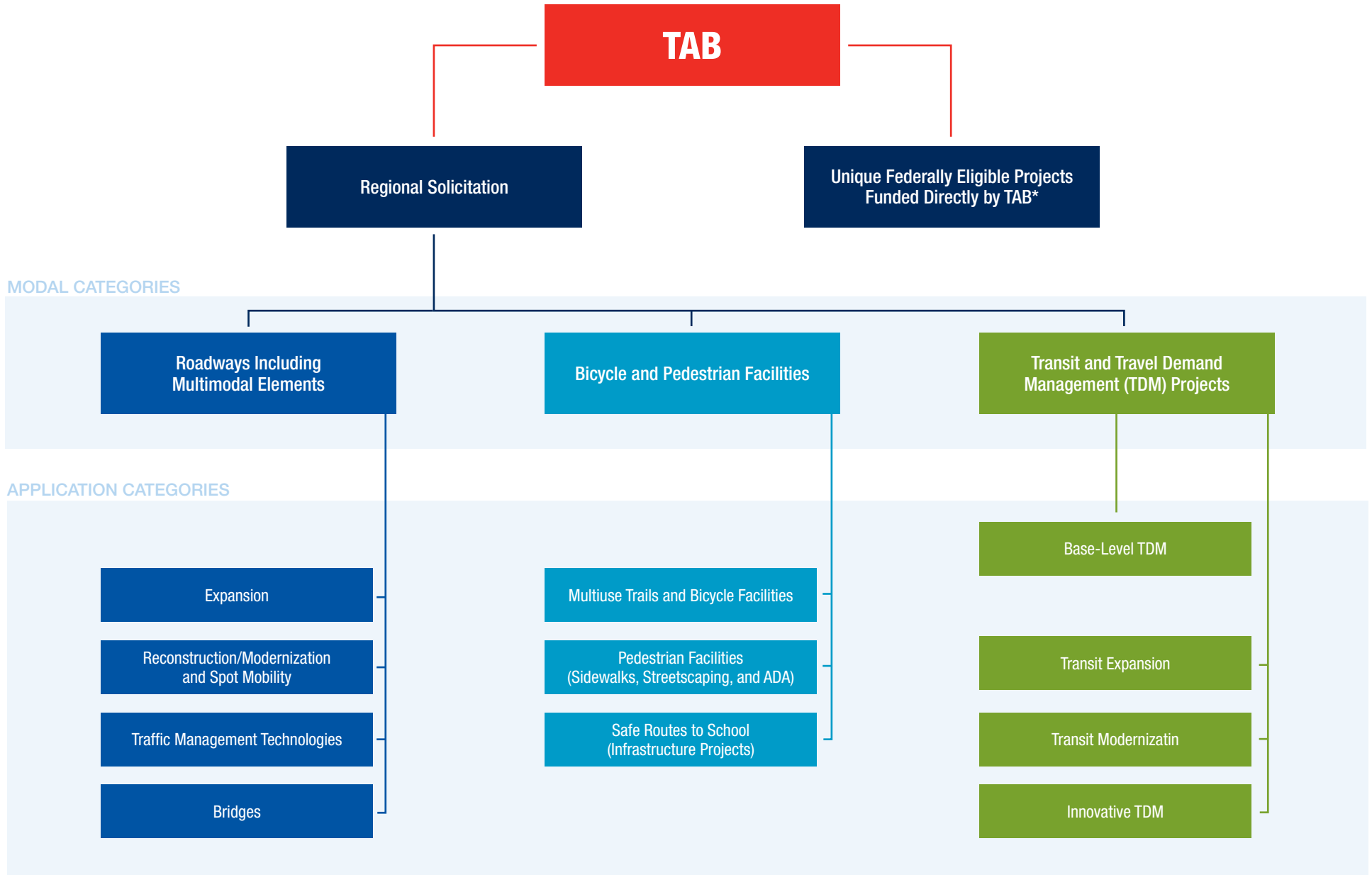
1. Roadways Including Multimodal Elements
2. Transit and Travel Demand Management (TDM) Projects
3. Bicycle and Pedestrian Facilities

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

Applicants for the Regional Solicitation will select the appropriate application category for their proposed project based on the mode requiring the largest percentage of cost. For instance, a roadway reconstruction project that includes a new sidewalk would apply under the Roadway Reconstruction/Modernization application category because the roadway improvements are the largest cost for the project. If an applicant submits a project in the incorrect application category, the application may be

disqualified. It is advised that applicants contact Metropolitan Council staff prior to submission if there are any questions about which application category is the most appropriate for their project.

TAB-APPROVED EVALUATION CATEGORIES



*Note: In some cases, there are unique projects that are federally eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These project types should request funding directly from TAB.

Funding Availability, Minimums, and Maximums

A total of approximately \$~~180-200~~ million in federal funds is anticipated to be available in this solicitation for program years ~~2020-2022~~ and ~~2021-2023~~. ~~Also, due to increased funding levels under the new federal FAST Act legislation, there is also a limited amount of money available for 2018 and 2019.~~ As shown in Table ~~12~~, modal funding ranges have been established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode. TAB reserves the right to adjust these modal funding levels depending on the amount and quality of projects submitted. ~~In~~ ~~addition~~, ~~TAB approved allocating \$10 million to \$15 million to the Bridge Rehabilitation/Replacement application category, with this money coming out of funding for Roadways Including Multimodal Elements.~~ Base-level ~~2020-2022~~ and ~~2021-2023~~ TDM funding for the TMOs and Metro Transit will be taken out of the Transit and TDM category ~~for the next solicitation~~. Additionally, there is \$1.2 million of TDM funding that is available for ~~2018-2020~~ and ~~2019-2021~~ for innovative projects ~~form the previous solicitation~~.

TABLE ~~12~~: ~~2020-2022-2021-2023~~ MODAL FUNDING LEVELS

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

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

Table 3 shows the minimum and maximum federal award for application categories that applicants can apply for as part of the Regional Solicitation. The values do not account for 20 percent local match minimum that applicants must contribute to the project.

TABLE 3: ~~2016~~ REGIONAL SOLICITATION FUNDING AWARD MINIMUMS AND MAXIMUMS

Modal Categories	2016 Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/Modernization and Spot Mobility	\$1,000,000	\$7,000,000
	Roadway Traffic System Management Technologies	\$250,000	\$7,000,000
	Bridge Rehabilitation/-Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Transit System Modernization	\$100,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$300 500,000
	Multiuse Trails and Bicycle Facilities	\$250,000	\$ 5 3,500,000
	Pedestrian Facilities	\$250,000	\$1,000,000

Bicycle and Pedestrian Facilities	Safe Routes to School (Infrastructure Projects)	\$150,000	\$1,000,000
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Roadways Including Multimodal Elements

The following pages include definitions, examples, and scoring overviews of each of the application categories.

Roadway Expansion

Definition: A roadway project that adds thru-lane capacity. Projects must be located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map. However, A-minor connectors cannot be expanded with new thru-lane capacity with these federal funds per regional policy and must apply in the Reconstruction/Modernization and Spot Mobility application category.

Examples of Roadway Expansion Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	175 <u>210</u>	17.5 <u>19%</u>
Measure A - nearest <u>Level of Congestion and Principal Arterial Intersection Conversion Study Priorities</u> Average distance to nearest parallel roadways	80	
Measure B - Connection to Total Jobs, and <u>Manufacturing/Distribution Jobs, and Students</u>	30 <u>50</u>	
Measure C - traffic <u>Regional Truck Corridor Study Tiers</u> Current daily heavy commercial traffic	50 <u>80</u>	
Measure D—Freight project elements	15	
2. Usage	175	17.5<u>16%</u>
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	100	10<u>9%</u>
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age	75 <u>40</u>	7.5 <u>4%</u>
Measure A - Date of construction	75 <u>40</u>	
5. Congestion Reduction/Air Quality	150	15<u>14%</u>
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	150	15<u>14%</u>
Measure A - Crashes reduced	150	
7. Multimodal Elements and Existing Connections	100	10<u>9%</u>
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8. Risk Assessment	75	7.5
Measure A - Risk Assessment Form	75	
Sub-Total	1,000	100%
9. Cost Effectiveness	100	<u>9%</u>

Roadways Including Multimodal Elements

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

Roadways Including Multimodal Elements

Roadway Reconstruction/Modernization and Spot Mobility

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, or modernizes, or adds new spot mobility elements (e.g., new turn lanes, traffic signal, or roundabout) ~~the~~ facility. Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map.

Examples of Roadway Reconstruction/Modernization and Spot Mobility Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	175 <u>170</u>	17.5 <u>15</u> %
Measure A - <u>Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas</u> Average distance to nearest parallel roadways	80 <u>65</u>	
Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs	40 <u>30</u>	
Measure C - <u>Regional Truck Corridor Study Tiers</u> Current daily heavy commercial traffic	65 <u>50</u>	
Measure D - Freight project elements	15	
2. Usage	175	17.5 <u>16</u> %
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	100	10 <u>9</u> %
Measure A - Connection to disadvantaged populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age/Condition	150	15 <u>14</u> %
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	100	
5. Congestion Reduction/Air Quality	75 <u>80</u>	7.5 <u>7</u> %
Measure A - Vehicle delay reduced	45 <u>50</u>	
Measure B - Kg of emissions reduced	30	
6. Safety	150	15 <u>14</u> %
Measure A - Crashes reduced	150	
7. Multimodal Elements and Existing Connections	100	10 <u>9</u> %
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	

Roadways Including Multimodal Elements

Criteria and Measures	Points	% of Total Points
8. Risk Assessment	75	7.57%
Measure A - Risk Assessment Form	75	
Sub-Total	1,000	100%
9. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Roadways Including Multimodal Elements

Roadway System Traffic Management Technologies

Definition: An Intelligent Transportation System (ITS) or similar projects that primarily benefit roadway users. Roadway System Management projects can include project elements along a continuous route (could be more than one roadway) or defined geographic area such as a downtown area. The system management project must make improvements to at least one A-minor arterial or non-freeway principal arterial as part of the project. Projects that are more transit-focused must apply in the Transit System Modernization application category.

Examples of Roadway System Traffic Management Technologies Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and pedestrians
- New or replacement traffic management centers
- New or replacement ~~fiber optic cables used for~~ traffic communication control, etc.
- New or replacement closed-circuit television (CCTV) cameras
- New or replacement variable message signs and other traveler information improvements
- New or replacement detectors
- Incident management coordination

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	125	17.5%
Measure A - Average distance to nearest parallel roadways <u>Functional classification of project</u>	55	50%
Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs <u>Regional Truck Corridor Study tiers</u>	30	50%
Measure C - Current daily heavy commercial traffic <u>Integration within existing traffic management systems</u>	30	50%
Measure D - <u>Coordination with other agencies</u> Freight project elements	10	25%
2. Usage	125	12.5%
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	100	10%
Measure A - Connection to disadvantaged populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age	75	7.5%
Measure A - Date of construction	75	
5. Congestion Reduction/Air Quality	200	20%
Measure A - Vehicle delay reduced	150	
Measure B - Kg of emissions reduced	50	
6. Safety	200	20%
Measure A - Crashes reduced	200	50%
<u>Measure B – Safety issues in project area</u>	150	
7. Multimodal Elements and Existing Connections	100	10%
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	50%

Roadways Including Multimodal Elements

Criteria and Measures	Points	% of Total Points
8. Risk Assessment	75	7.5%
Measure A- Risk Assessment Form	75	
Sub-Total	1,000	100%
9. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Roadways Including Multimodal Elements

Bridge Rehabilitation/Replacement

Definition: A bridge rehabilitation or replacement project located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB-approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans as part of one application.

The bridge must carry vehicular traffic, but may also include accommodations for other modes. Bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are not eligible for funding. Completely new bridges, interchanges, or overpasses should apply in the Roadway Expansion application category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet with a sufficiency rating less than 80 and classified as structurally deficient or functionally obsolete.
- Bridge replacement of 20 or more feet with a sufficiency rating less than 50 and classified as structurally deficient or functionally obsolete.

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	195	19.518%
Measure A - Average Distance to <u>the</u> nearest parallel bridges	115 <u>100</u>	
Measure B - Connection to Total Jobs, and Manufacturing/Distribution Jobs, <u>and post-secondary students</u>	30	
Measure C - Current daily heavy commercial traffic	35 <u>65</u>	
Measure D - Freight project elements	15	
2. Usage	130	13.12%
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	100	10.09%
Measure A - Connection to disadvantageded populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Condition	400	40.36%
Measure A – Bridge Sufficiency Rating	300	
Measure B – Load-Posting	100	
5. Multimodal Elements and Existing Connections	100	10.09%
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
6. Risk Assessment	75	7.57%
Measure A - Risk Assessment Form	75	
Sub-Total	1,000	100%
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Transit and Travel Demand Management (TDM) Projects

Transit Expansion

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

Examples of Transit Expansion Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	10 9 %
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	350	35 32 %
Measure A - New Annual Riders	350	
3. Equity and Housing Performance	200	20 18 %
Measure A - Connection to disadvantaged populations and projects benefits	130	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	200	20 18 %
Measure A - Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	100	10 9 %
Measure A - Bicycle and pedestrian elements of the project and connections	100	
6. Risk Assessment	50	5 %
Measure A - Risk Assessment Form	50	
Sub-Total	1,000	100 %
7. Cost Effectiveness	100	
Measure A – Cost effectiveness (total points awarded/total annual project cost)	100	
Total	1,100	

Transit and Travel Demand Management (TDM) Projects

Transit ~~System~~ Modernization

Definition: A transit project that makes ~~existing~~ transit more attractive to existing ~~and future~~ riders by offering faster travel times between destinations ~~or~~, improving the customer experience, ~~or reducing operating costs for the transit provider. The project must be able to reduce emissions through a reduction in single-occupant vehicle trips, vehicle miles traveled, emissions from capital improvements, idling time, an increase in speeds, or other means.~~ Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not eligible. Projects associated wholly or in part with new ~~or expanded~~ service/facilities facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. Council staff can be consulted before the application deadline to determine a project's eligibility. ~~If a project has both transit expansion and transit system modernization elements, then the project should apply in the application category that requires the majority of the project costs.~~

Examples of Transit ~~System~~ Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- ~~New transit maintenance and support facilities/garages or upgrades to existing facilities~~
- ITS measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	10 9 %
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	300 325	30 %
Measure A - Total existing annual riders	300 325	
3. Equity and Housing Performance	150 175	15 16 %
Measure A - Connection to disadvantageded populations and project's benefits	80 105	
Measure B - Housing Performance Score	70	
4. Emissions Reduction	100 50	10 5 %
Measure A – Description of emissions reduced	100 50	
5. Service and Customer Improvements	150 200	15 18 %
Measure A – Percent reduction in passenger travel time	75	
Measure B – Percent reduction in operating & maintenance costs	38	
Measure C A - Project improvements for transit users	37 200	
6. Multimodal Facilities and Connections	100	10 9 %

Transit and Travel Demand Management (TDM) Projects

Measure A - Bicycle and pedestrian elements of the project and connections	100	
7. Risk Assessment	100 50	10 5%
Measure A - Risk Assessment Form	100 50	
Sub-Total	1,000	100 %
8. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Transit and Travel Demand Management (TDM) Projects

Travel Demand Management (TDM)

Definition: Transportation Demand Management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should ~~An innovative project that~~ reduces the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100 <u>200</u>	10 <u>18</u> %
Measure A - Ability to capitalize on existing regional transportation facilities and resources	100 <u>200</u>	
2. Usage	100	10 <u>9</u> %
Measure A - Users	100	
3. Equity and Housing Performance	150	15 <u>14</u> %
Measure A - Connection to disadvantageded populations and project's benefits, impacts, and mitigation	80	
Measure B - Housing Performance Score	70	
4. Congestion Reduction/Air Quality	400 <u>300</u>	40 <u>27</u> %
Measure A - Congested roadways in project area	200 <u>150</u>	
Measure B - VMT reduced	200 <u>150</u>	
5. Innovation	200	20 <u>18</u> %
Measure A - Project innovations and geographic expansion	200	
6. Risk Assessment	50	5%
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
Sub-Total	1,000	100%
7. Cost Effectiveness	100	<u>9</u> %
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Bicycle and Pedestrian Facilities

Multiuse Trails and Bicycle Facilities

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

Examples of Multiuse Trail and Bicycle Facility Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	200	20 18%
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
2. Potential Usage	200	20 18%
Measure A - Existing population and employment within 1 mile	200 150	
<u>Measure B – Show clearance</u>	<u>50</u>	
3. Equity and Housing Performance	120	12 11%
Measure A - Connection to disadvantageded populations and project’s benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	250	25 23%
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
5. Multimodal Facilities and Existing Connections	100	10 9%
Measure A - Transit or pedestrian elements of the project and connections	100	
6. Risk Assessment/Public Engagement	130	13 12%
Measure A - Risk Assessment Form	130	
Sub-Total	1,000	100%
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Bicycle and Pedestrian Facilities

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

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

Examples of Pedestrian Facility Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	150	15.14%
Measure A - Connection to Jobs and Educational Institutions	150	
2. Potential Usage	150	15.14%
Measure A - Existing population within 1/2 mile	150	
3. Equity and Housing Performance	120	12.11%
Measure A - Connection to disadvantageded populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	300	30.27%
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies corrected or safety problems addressed	180	
5. Multimodal Facilities and Existing Connections	150	15.14%
Measure A - Transit or bicycle elements of the project and connections	150	
6. Risk Assessment	130	13.12%
Measure A - Risk Assessment Form	130	
Sub-Total	1,000	100%
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

Bicycle and Pedestrian Facilities

Safe Routes to School (Infrastructure Projects)

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

Examples of Safe Routes to School Infrastructure Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Relationship between Safe Routes to School Program Elements	250	2523%
Measure A - Describe how project addresses 5 Es* of SRTS program	250	
2. Potential Usage	250	2523%
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
3. Equity and Housing Performance	120	1211%
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	250	2523%
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety or security addressed	150	
5. Public Engagement/Risk Assessment	130	1312%
Measure A - Public engagement process	45	
Measure B - Risk Assessment Form	85	
Sub-Total	1,000	100%
6. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

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

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

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

Traffic management technologies projects are exempt from the bundling rules.

Bundling of independent projects that can each meet the project minimum and are not related to one another as described above is not allowed. For eligible bundled projects, when doing scoring of multiple locations, an average will be used for geographically-based measures.

Applicants are encouraged to contact TAB Coordinator Elaine Koutsoukos (Elaine.koutsoukos@metc.state.mn.us; 651-602-1717) if they have questions regarding project bundling.

General Process and Rules

1. ~~On May 15, 2015,~~ TAB selected ~~51-58~~ transportation projects as part of the ~~2014-2016~~ Regional Solicitation. An evaluation process took place in the summer and fall of ~~2015-2017~~ to continue to improve all aspects of the Regional Solicitation including the scoring criteria. The following are the major changes that are implemented in the ~~2016-2018~~ Regional Solicitation:
 1. ~~Added a new cost effectiveness criterion to all application categories.~~
 2. ~~Inserted the scoring guidance into each application to give applicants more information regarding how their project will be evaluated.~~
 3. ~~Approved allocating \$10 million to \$15 million to the Bridge Rehabilitation/Replacement application category, with this money coming out of funding for Roadways Including Multimodal Elements.~~
 4. ~~Guaranteed that at least one roadway project in each of the eligible roadway classifications (i.e., non freeway Pprincipal Aarterials, A Mminor aAugmentor, A mMinor cConnector, A mMinor eExpander, and A mMinor rReliever) will be funded.~~
 5. ~~Adjusted measures to make roadways/railroad grade separation projects more competitive.~~
 6. ~~Consolidated and simplified the Multimodal criteria and measures.~~
~~Increased the funding federal minimum award amounts.~~
 7. 1. Included the MnDOT/Metropolitan Council Interchange Request process as a qualifying criterion.
 2. Incorporated regional prioritization studies into the project scoring including the Principal Arterial Intersection Conversion Study, Congestion Management and Safety Plan IV, and Regional Truck Corridor Study.
 3. Mandated Required that Roadway Expansion projects expanding thru lanes or building interchanges must have completed a signal retiming within the previous five years.

4. Focused the Transit Modernization application category on project types that directly impact the customer and limited eligibility for transit maintenance facilities and garages.
5. Staff will check project cost estimates for reasonableness and will be able to deduct up to 50% of the points awarded in the Cost Effectiveness measure if the estimate is not reasonable.
6. Encouraged the option to submit transit ridership projections before the application deadline for Council review.
7. Required that each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.
8. Required that TDM applicants are properly categorized as a subrecipient in accordance with 2CFR200.330; have not received audit findings, findings, material weaknesses, significant deficiencies, or material non-compliances in either of the two preceding fiscal years; and adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.
9. Made improvements to the equity measure that address public outreach and mitigation of potential negative externalities.
10. Decreased the maximum federal award for Multiuse Trails and Bicycle Facilities and increased the maximum federal award for Travel Demand Management (TDM).
11. Made a clear connection between Thrive MSP 2040, the Transportation Policy Plan, and the prioritization criteria and measures used to select projects in the Regional Solicitation.
12. Change the titles of the following application categories to better-reflect terminology in the 2040 Transportation Policy Plan.
 - Roadway Reconstruction/Modernization is now Roadway Reconstruction/Modernization and Spot Mobility.
 - Roadway System Management is now Traffic Management Technologies.
 - Transit System Modernization is now Transit Modernization.
13. Mandated that higher-scoring projects cannot be skipped over to fund lower-scoring projects except when another rule, such as the funding of each roadway functional classification, allows for it.
14. Mandated that a project must score at least 50% of the top-scoring project in order to be eligible for funding.
15. Allowed flexibility for scoring committees to deviate from the scoring guidance when they are able to convey a sound rationale to the Funding & Programming Committee.
16. Mandated that sponsoring agencies with greater than 50 employees are, at a minimum, working toward completing its Americans with Disabilities Act (ADA) Transition Plan.
17. Required applicants to submit a “before” photo and a one-page project summary.
18. Required applicants to limit each attachment to 15 8.5” by 11” pages.
19. Required applicants to include a letter or resolution from their governing board committing to fund the entire local match if other the agency is not successful in securing other funding sources for the local match.

2. Project sponsors must incur the cost of the project prior to repayment. Costs become eligible for reimbursement only after a project has been approved by MnDOT State-Aid and the appropriate USDOT modal agency.
3. The construction cost of projects listed in the region's draft or adopted TIP is assumed to be fully funded. TAB will not consider projects already listed in the draft or adopted TIP, nor the reimbursement of advanced construction funds for those projects, for funding through the solicitation process.
4. Projects selected to receive federal funding through this solicitation will be programmed in the regional TIP in years ~~2020-2022~~ and ~~2021-2023~~, taking into consideration the applicant's request and the TAB's balancing of available funds. ~~When the selected projects are programmed, the TAB may adjust the federal award and the non-federal match amount to account for anticipated inflation.~~
5. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope or cost of an approved project as described in the scope change process memo. <http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Scope-Change-Policy.aspx>
6. **A project will be removed from the program if it does not meet its program year.** The program year aligns with the state fiscal year. For example, if the project is programmed for ~~2020-2022~~ in the TIP, the project program year begins July 1, ~~2019-2021~~, and ends June 30, ~~2020-2022~~. Projects selected from this solicitation will be programmed in ~~2020-2022~~ and ~~2021-2023~~. The Regional Program Year Policy outlines the process to request a one-time program year extension. [http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-\(PDF-154-KB\).aspx](http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-(PDF-154-KB).aspx)
7. Applicants for transit projects should be aware of the schedule and associated time lag for receiving federal funds for transit vehicle and transit operating projects. Applicants are encouraged to contact [Christopher Nguyen](mailto:Christopher.Nguyen@metc.state.mn.us) at the Metropolitan Council (Christopher.Nguyen@metc.state.mn.us or 651-602-1961) for more details on selecting a preferred program year as part of the application given this time lag.
8. Transit projects will be given an opportunity to have their ridership projections reviewed by Council staff prior to submittal in order to determine whether the scoring methodology is sound. Any applicant wanting to have an optional review should submit draft ridership information to the TAB Coordinator two weeks prior to the application deadline.
- ~~8-9.~~ The announcement of funding availability is posted on the Metropolitan Council website and emailed to local stakeholders.
- ~~9-10.~~ The applicant must show that the project meets all of the qualifying requirements of the appropriate application category to be eligible to be scored and ranked against other projects. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee Funding & Programming (TAC F&P) Committee meeting.
- ~~10-11.~~ A set of prioritizing criteria with a range of points assigned is provided for each application category. The applicant must respond directly to each prioritizing criterion in order for it to be

scored and receive points. Projects are scored based on how well the response meets the requirements of the prioritizing criteria and, in some cases, how well the responses compare to those of other qualifying applications in the same project application category.

~~11.~~12. Members of the TAC Funding and Programming Committee or other designees will evaluate the applications and prepare a ranked list of projects by application category based on a total score of all the prioritizing criteria. The TAC will forward the ranked list of projects with funding options to TAB. TAB may develop its own funding proposals. TAB will then recommend a list of projects to be included in the region's TIP to receive federal funds. TAB submits the Draft TIP to the Metropolitan Council for concurrence.

13. TAB may or may not choose to fund at least one project from each application category.

14. The Regional Solicitation is a performance-based program, so higher scoring projects will not be skipped over to fund lower scoring projects within the same category (except if it is needed to satisfy another approved rule).

15. The minimum score for a project to be funded is 50% of the top scoring project in that particular application category (i.e., if the top project scored 800 points, then only projects scoring 400 points or better will be considered for funding).

16. Scoring committees have the option to recommend a deviation from the approved scoring guidance if a rationale for the deviation is provided to the TAC Funding and Programming Committee.

~~12.~~17. For many of the quantitative measures in the Regional Solicitation, the scoring guidance gives the top project 100% of the points and the remaining projects a proportionate share of the full points. If there is a high-scoring outlier on a particular measure, the scorer will have the option to prorate the other scores based on the second highest scoring project instead of the top project.

~~13.~~ Projects involving new or expanded interchanges are funded conditional on the successful completion of the Metropolitan Council/MnDOT Highway Interchange Request procedures. In this solicitation, points are awarded as part of the Risk Assessment for applicable projects that have completed this interchange approval process. In the next Regional Solicitation, applicable interchange projects will need to go through the approval prior to submitting an application (i.e., it will become a qualifying requirement). Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

~~14.~~18. In the 2016 Regional Solicitation, TAB will only fund a roadway or bridge project on a roadway that is spaced at least 3.5 miles away from another funded project on the same roadway (only applies to two separate applications selected in the same solicitation).

~~15.~~19. In the 2016 Regional Solicitation, TAB will not fund more than one transit capital project in a transitway corridor (only applies to two separate applications selected in the same solicitation).

~~16.~~ In the 2016 Regional Solicitation, the TAB will not fund more than one bicycle or pedestrian facility project in the same corridor (only applies to two separate applications selected in the same

solicitation). For trails, a funded project may be on the same trail facility as another funded project as long as the two projects serve different users and destinations.

Project Schedule

Table 4 shows the key milestones in the Regional Solicitation review, scoring, and selection process. All applications are due by 4:00 P.M. on July 13, 2018*.

TABLE 4: REGIONAL SOLICITATION SCHEDULE

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

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

Contacts

For general questions about the Regional Solicitation, please contact:

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

Technical Assistance Contacts

Table 5 provides contacts for technical assistance in providing necessary data in order to address various prioritizing criteria. Before contacting any technical expert below, please use existing local sources. Local experts in many cases are the appropriate contact for much of the data needed to respond to criteria. In some instances, it may take five or more workdays to provide the requested data. Please request data as soon as possible.

TABLE 5. TECHNICAL ASSISTANCE CONTACTS

Subject	Name	Organization	Email	Phone Number	
General	Elaine Koutsoukos	TAB	Elaine.koutsoukos@metc.state.mn.us	(651) 602-1717	
	Joe Barbeau	Met Council	Joseph.barbeau@metc.state.mn.us	(651) 602-1705	
Traffic Volumes	Freeways	Jason Junge	MnDOT	Jason.Junge@state.mn.us	(651) 234-7875
	State Roads	Mark Flinner	MnDOT	Mark.flinner@state.mn.us	(651) 366-3849
		Gene Hicks	MnDOT	Gene.hicks@state.mn.us	(651) 366-3856
Heavy Commercial	Shannon Foss	MnDOT	shannon.foss@state.mn.us	(651) 366-3878	
	John Hackett		John.Hackett@state.mn.us	(651) 366-3851	
2040 Projections	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725	
Synchro	Kevin Schwartz	MnDOT	Kevin.schwartz@state.mn.us	(651) 234-7840	
	Pat Otto	MnDOT	Pat.otto@state.mn.us	(651) 234-7837	

Subject	Name	Organization	Email	Phone Number
Crashes	Chad Erickson	MnDOT	Chad.erickson@state.mn.us	(651) 234-7806
Freeway Management	Terry Haukom	MnDOT	Terry.haukom@state.mn.us	(651) 234-7980
Trunk Highway Traffic Signals				
Signal Operations	Mike Fairbanks	MnDOT	Mike.Fairbanks@state.mn.us	(651) 234-7819
Signal/Lighting Design	Michael Gerbensky	MnDOT	Michael.gerbensky@state.mn.us	(651) 234-7816
State Aid Standards	Colleen Brown	MnDOT	Colleen.brown@state.mn.us	(651) 234-7779
Bikeway/Walkway Standards	Gina Mitteco	MnDOT	Gina.mitteco@state.mn.us	(651) 234-7878
Interchange Approvals	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793
Safe Routes to School	Dave Cowan	MnDOT	Dave.Cowan@state.mn.us	(651) 366-4180
Regional Bikeway Network	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1756
Thrive MSP 2040 Centers	Dan Marckel	Met Council	Dan.marckel@metc.state.mn.us	(651) 602-1548
Housing Performance Scores	Jonathan Stanley	Met Council	Jonathan.stanley@metc.state.mn.us	(651)-602-1051
Equity Measures	Heidi Schallberg	Met Council	Heidi.schallberg@metc.state.mn.us	(651)602-1721
Demographics by TAZ	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Transit Ridership	Heidi Schallberg	Met Council	Heidi.schallberg@metc.state.mn.us	(651) 602-1721
Transit Funding Timeline	Christopher Nguyen	Met Council	Christopher.Nguyen@metc.state.mn.us	(651) 602-1961
Emissions Data	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Principal Arterial Intersection Conversion Study	Steve Peterson	Met Council	Steven.peterson@metc.state.mn.us	(651) 602-1819
Regional Truck Highway Corridor Study	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1756
Congestion Management and Safety Plan	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793

Qualifying Requirements

June 22, 2017

The applicant must show that the project meets all of the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee (TAC) Funding & Programming Committee meeting.

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

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan [\(2015\)](#), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan [goals, objectives, and strategies](#) that relate to the project. List the goals, objectives, strategies, and associated pages):

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages):

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

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

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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1.

Table 1: ~~2016~~ Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	2016 Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/Modernization <u>and Spot Mobility</u>	\$1,000,000	\$7,000,000
	Roadway System <u>Traffic Management Technologies</u>	\$250,000	\$7,000,000
	Bridges Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Transit Modernization	\$100,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$300 <u>\$500,000</u>
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$250,000	\$5 <u>\$3,500,000</u>
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	\$250,000	\$1,000,000
	Safe Routes to School	\$150,000	\$1,000,000

Check the box to indicate that the project meets this requirement

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

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

9. If the agency sponsoring the project has greater than 50 employees, then the agency must have an adopted Americans with Disabilities Act (ADA) Transition Plan or be substantially working towards completing its Transition Plan in order for the selected project to be included in the Transportation Improvement Program (TIP) and approved by FHWA. If the agency has fewer than 50 employees, then they need to have completed or be substantially working towards completing an ADA self-evaluation.

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

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

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

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

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

12. The project must represent a permanent improvement with independent utility. The term “independent utility” means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

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

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

3. Roadway Expansion projects only: If expanding thru lanes or building a new interchange on an existing signalized corridor, signal retiming must be completed in the five-year time period before the project was submitted for funding (i.e., completed a signal retiming between 2013 and 2018), consistent with regional policy in the 2040 Transportation Policy Plan.

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

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

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

5. **Bridge Rehabilitation/Replacement projects only:** The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

6. **Bridge Rehabilitation/Replacement projects only:** The length of the bridge must equal or exceed 20 feet.

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

7. **Bridge Rehabilitation/Replacement projects only:** The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

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

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

~~Please note: In this 2016 solicitation, points will be awarded as part of the Risk Assessment for applicable projects that have completed this interchange approval process. In the next Regional Solicitation, applicable interchange projects will need to go through the approval prior to submitting an application (i.e., it will become a qualifying requirement). Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.~~

Bicycle and Pedestrian Facilities Projects Only

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

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

2. **Multiuse Trails on Active Railroad Right-of-Way:** All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

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

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

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

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

Transit and Travel Demand Management (TDM) Projects Only

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

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

2. **Transit Expansion projects only:** The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

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

3. **Transit Expansion and Transit Modernization projects only:** The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

4. **Transit Expansion and Transit ~~System~~ Modernization projects only:** The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

5. **Travel Demand Management projects only:** The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

6. **Travel Demand Management projects only:** The applicant must not have received any audit findings, material weaknesses, significant deficiencies, or material non-compliances in either of the two preceding fiscal years.

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

7. **Travel Demand Management projects only:** The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

Application: Regional Solicitation for Transportation Projects in 2022 and 2023

June 22, 2017

Complete and submit the following online application **by 4:00 PM on June 29, 2018.**

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

I. GENERAL INFORMATION

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

II. PROJECT INFORMATION

7. PROJECT NAME:	
8. APPLICATION CATEGORIES – Check only one project category in which you wish your project to be considered.	
Roadways Including Multimodal Elements	
<input type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Roadway System <u>Traffic Management Technologies</u>
<input type="checkbox"/> Roadway Reconstruction/Modernization <u>and Spot Mobility</u>	<input type="checkbox"/> Bridge Rehabilitation/Reconstruction
Transit and Travel Demand Management (TDM) Projects	
<input type="checkbox"/> Transit Expansion	<input type="checkbox"/> Transit System Modernization
<input type="checkbox"/> TDM	
Bicycle and Pedestrian Facilities	
<input type="checkbox"/> Multiuse Trails and Bicycle Facilities	<input type="checkbox"/> Safe Routes to School Infrastructure
<input type="checkbox"/> Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	
9. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. – limit to 400 words):	
10. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION – will be used in TIP if the project is selected for funding (Link):	
11. PROJECT LENGTH (to the nearest one-tenth of a mile): _____	

132. LOCAL SUPPORT (list any public involvement completed to date as part the project planning, local government resolutions, or inclusion of the specific project in approved planning or programming documents):

III. PROJECT FUNDING

~~12~~13. Are you applying for competitive funds from another source(s) to implement this project? Yes No

If yes, please identify the source(s):

~~12~~14. FEDERAL AMOUNT: \$

~~13~~15. MATCH AMOUNT: \$ (Minimum of 20% of the project total)

~~14~~16. PROJECT TOTAL: \$

~~15~~17. MATCH PERCENTAGE (Minimum of 20%):

(Compute the match percentage by dividing the match amount by the project total)

~~16~~18. SOURCE OF MATCH FUNDS (A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources):

~~17~~19. PROGRAM YEARS (Check all years that are feasible): ~~2018-2020~~ (TDM Only) ~~2019-2021~~ (TDM Only)
 ~~2020-2022~~ ~~2021-2023~~

~~18~~20. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): ~~2019~~7 ~~2018~~ ~~2020~~ ~~2019~~2021

IV. REQUIRED ATTACHMENTS

1921. MAPS:

- A map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components upon completion of the project.
- A photograph showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant is agreeing to allow the Council to use this photograph. If applicants wish to use a google street view, they should adhere to the copyright guidelines, on the Google website:

<https://www.google.com/permissions/geoguidelines.html#streetview>.
- **For Roadway Expansion, Roadway Reconstruction/Modernization, and Roadway System Management projects only:** The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information. *This report must be attached within the web-based application form for Measure 5A (Congestion Reduction/Air Quality).*
- **For Safe Routes to School Projects only:** The completed travel tally and parent survey results from the SRTS planning process. The travel tally form can be found on the Minnesota Department of Transportation (MnDOT) SRTS website:
http://www.saferoutesinfo.org/sites/default/files/resources/SRTS_Two_Day_Tally.pdf. *The travel tally and parent survey results must be attached within the web-based application form for Measure 2A (Usage).*
- All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Attachment/upload locations are placed throughout all appropriate web-based application forms.
- Each individual attachment must be saved as an 8.5"X11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted.
- Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.

~~20~~22. COORDINATION

- The applicant must include a letter of support from the agency that owns/operates with jurisdiction over the facility and/or the agency that will be operating the transit service (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
- If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate.
- The applicant must include a letter or resolution from their governing board committing to fund the entire local match if other the agency is not successful in securing other funding sources for the local match.
- **For Transit Expansion projects that include service expansion only:** Applicants must provide a letter of support for the project from the transit provider that will commit to providing the service or manage the contract for the service provider.

~~21~~23. OTHER

- **For Transit and TDM Projects that include public/private joint-use parking facilities only:** The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.
- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.

Project Information Form – Bicycle and Pedestrian Facilities

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

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

NAME OF TRAIL/PED FACILITY: _____ (i.e., CEDAR LAKE TRAIL)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: _____

To: _____

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

OR At: _____

PRIMARY TYPES OF WORK _____

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

Project Information Form – Roadways Including Multimodal Elements

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

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

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

ROAD/ROUTE NO. _____ (i.e., 53 FOR CSAH 53)

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

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: _____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

PRIMARY TYPES OF WORK _____

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

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

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

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

NAME OF PARK AND RIDE OR TRANSIT STATION: _____
(i.e., MAPLE GROVE TRANSIT STATION)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: _____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

PRIMARY TYPES OF WORK _____

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

Estimate of TAB-Eligible Project Costs

Fill out the scoping sheet below and provide the estimate of TAB-eligible costs for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Per TAB direction, the project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Please use ~~2016~~-2018 cost estimates for all project elements including transit vehicle and operating costs. ~~The TAB may apply an inflation factor to awarded projects. If TAB includes an inflation factor, then all project elements will be inflated, unlike past years, when only certain project elements were inflated.~~

It is important that applicants accurately break out costs for the project's various multimodal elements. These costs will be used, in part, to help determine the score for the Multimodal Facilities scoring criterion. If no dollar amount is placed in the cost estimate form below, then it will be assumed that no multimodal elements are included with the project.

TAB-ELIGIBLE CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
Specific Roadway Elements		
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Traffic Control	\$
<input type="checkbox"/>	Striping	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall (do not include in cost effectiveness measure)	\$

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

ACTION TRANSMITTAL No. 2017-34

DATE: October 2, 2017

TO: TAC Funding and Programming Committee

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

SUBJECT: 2018 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts.

REQUESTED ACTION: Approval of minimum and maximum funding amounts for the 2018 Regional Solicitation.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC minimum and maximum funding amounts for the 2018 Regional Solicitation reflective of the 2016 Regional Solicitation with two changes:
 -an increase of the Travel Demand Management maximum federal award from \$300,000 to \$500,000
 -a decrease in the Multiuse Trails and Bicycle Facilities maximum federal award from \$5,500,000 to \$3,500,000.

BACKGROUND AND PURPOSE OF ACTION: Shown below are the minimum and maximum federal funding amounts used for the 2016 Regional Solicitation. Prior to that Solicitation, TAC recommended reducing the Multiuse Trails and Bicycle Facilities maximum to \$3.5M, which would enable the funding of more projects. The \$5.5M was retained by TAB because some applicants had applied for the maximum of \$5.5M indicating that were project requests of this size. Feedback following the 2016 Solicitation included sentiment to reduce the maximum to \$3.5M to be able to fund more trail projects (only about one-third of the trail projects were funded).

Modal Categories	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/ Modernization and Spot Mobility	\$1,000,000	\$7,000,000
	Traffic Management Technologies	\$250,000	\$7,000,000
	Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Transit Modernization	\$100,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$300,000 500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000 3,500,000
	Pedestrian Facilities	\$250,000	\$1,000,000
	Safe Routes to School	\$150,000	\$1,000,000

STAFF ANALYSIS: Staff recommends increasing the maximum federal award for Travel Demand Management (TDM) to \$500,000. In 2016, all TDM applications were funded including applications that only scored 343 and 350 points. In 2015, 11 applications were submitted, with 8 projects funded. The lowest funded project received 569 points. The unfunded projects received 552, 548, and 355 points. Increasing the maximum would create a more competitive solicitation, while still enabling at least three projects to be funded through the \$1.2M TDM allotment.

Staff also recommends reducing the maximum federal award for Multiuse Trails and Bicycle Facilities to \$3.5M, which is 80% of just under \$4.4M, an ample amount for most trail bridges and allows for more projects to be funded in this high demand category (only 12 of 39 projects were funded last cycle).

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

ROUTING		
TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Review & Recommend	-
Metropolitan Council	Concurrence	-

ACTION TRANSMITTAL No. 2017-35

DATE: October 2, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation: Project Inflation Rate and Year of Cost Estimate
REQUESTED ACTION: Approval of a project inflation adjustment rate
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC to forego an inflation adjustment for the 2018 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: Through 2014, the Regional Solicitation included inflation adjustments, usually at roughly two percent per year, for most projects awarded. In an effort to fund more projects given the high demand for the limited federal funds, TAB decided to forego an inflation adjustment awarded funds through the 2016 Regional Solicitation. This decision was made after the project scores had been released. Feedback from TAB indicated that it would be preferential for the decision on whether to provide an inflation adjustment to be made prior to the release of the application. This early decision will help set applicant expectations.

Staff recommends that no inflation adjustment be added to projects. By forgoing an adjustment in the 2016 Regional Solicitation, another 4 to 6 projects were able to be selected with the extra funds that would have gone towards inflation. To date, no projects from the 2016 Regional Solicitation have been withdrawn due to this decision.

In the 2016 Regional Solicitation, applicants were instructed to estimate costs based on the current-year costs (2016). By using current-year costs (2018) moving forward for the 2018 Regional Solicitation, the most accurate cost estimates can be submitted and then compared for scoring purposes in the cost effectiveness measure.

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

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Review & Recommend	-
Metropolitan Council	Concurrence	-

ACTION TRANSMITTAL No. 2017-36

DATE: October 2, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation: Release for Public Comment
REQUESTED ACTION: Approval of the 2018 Draft Regional Solicitation for Release for Public Comment.
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC approval of the draft 2018 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2017-29, 2017-30, 2017-31, 2017-32, 2017-33, 2017-34, and 2017-35) for release for public comment

BACKGROUND AND PURPOSE OF ACTION: Staff asks that the TAC Funding & Programming committee recommend putting forward the Draft 2018 Regional Solicitation package for review and public comment. This package includes Surface Transportation Block Grant Program (STBGP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The packet will be released for comment on November 20, with comments due December 8. After the public comment period, a revised draft solicitation package will be prepared for F&P at its December meeting. TAB will recommend adoption of the 2018 Solicitation Package at its January meeting.

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

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Release for Public Comment	-
Transportation Advisory Board	Review & Adopt.	
Transportation Committee	Review & Recommend	-
Metropolitan Council	Concurrence	-