

MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday | June 20, 2019

Room LLA | 1:30 PM

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

May 16, 2019, meeting of the Funding & Programming Committee*

TAB REPORT

V. BUSINESS

1. 2019-29: Anoka County Federal Funding Exchange Request*
2. 2019-30: Scope Change Request for the City of Burnsville's Lake Marion Greenway*
3. 2019-31: Scope Change Request for Hennepin County's CSAH 81 Bridge Replacement*
4. 2019-32: TIP Amendment for Hennepin County's CSAH 81 Bridge Replacement*

VI. INFORMATION

1. Regional Solicitation; Technical Changes on Bicycle/Pedestrian Applications*

VII. OTHER BUSINESS

IX. ADJOURNMENT

* Additional materials included for items on published agenda.

Full Packet

Minutes of the REGULAR MEETING OF THE TAC FUNDING & PROGRAMING COMMITTEE

Thursday, May 16, 2019

Committee Members Present: Paul Oehme (Chair, Chanhassen), Joe MacPherson (Anoka County), Lyndon Robjent (Carver County), John Sass (Dakota County), Jason Pieper (Hennepin County), Joe Lux (Ramsey County), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Cole Hiniker (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Mehjabeen Rahman (MPCA), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Michael Thompson (Plymouth), Anne Weber (St. Paul)

Committee Members Absent: Karl Keel (Bloomington), Robert Ellis (Eden Prairie), Nathan Koster (Minneapolis)

I. CALL TO ORDER

A quorum being present, Committee Chair Oehme called the regular meeting of the Funding & Programming Committee to order at 1:32 p.m. on Thursday, May 16, 2019.

II. APPROVAL OF AGENDA

It was moved by Ashfeld and seconded by Koutsoukos to approve the agenda. **Motion carried unanimously.**

III. APPROVAL OF MINUTES

It was moved by Spooner-Mueller and seconded by Pieper to approve the minutes of the March 21, 2019, regular meeting of the Funding & Programming Committee. **Motion carried unanimously.**

IV. TAB REPORT

Koutsoukos reported on the May 15, 2019, TAB meeting.

V. BUSINESS

1. 2019-26 Draft 2020-2023 Transportation Improvement Program

Barbeau said the draft 2020-2023 Transportation Improvement Program (TIP) is a \$5 billion program. Oehme asked whether that is higher than usual. McCartney replied that it is higher because 2017 bond-funded projects are included. Barbeau added that a Corridors of Commerce project makes the Wright and Sherburne counties' funding significantly larger than ever.

It was moved by Spooner-Mueller and seconded by MacPherson, to recommend adoption of the draft 2020-2023 TIP for release for a public comment period. **Motion carried unanimously.**

VI. INFORMATION

1. Regional Bicycle Barrier Study

Steve Elmer, Metropolitan Council, provided an update on the recently completed Regional Bicycle Barrier Study (RBBS).

2. Regional Solicitation; Technical Changes on Roadway Applications

Steve Peterson, Metropolitan Council, and Barbeau shared potential changes for the 2020 Regional Solicitation. One such change included adding a Spot Mobility funding category and eliminating the Bridge funding category, allowing bridge projects to compete in the Roadway Reconstruction/Modernization category. Lux suggested that bridge applications may not compete well in that category. Peterson said that some measures would separate scoring for bridge and roadway projects. Robjert asked why the combination of categories is being considered, to which Peterson replied that this would keep the number of funding categories in check.

MacPherson said that the Spot Mobility category could provide for high-value, low cost projects while contributing geographic balance. Oehme asked how that category would differ from MnDOT's Local Partnership Program (LPP). McCartney said that the LPP is only about \$3 million, annually and funds six-to-10 low-cost projects per year.

Barbeau said that the scorer for the winter maintenance measure in the Multiuse Trails and Bicycle Facilities category had difficulty drawing a line between full credit and no credit. MacPherson said that the measure should remain all-or-none. Brown said that a decision needs to be made on specifically what is being asked for of the applicants. Robjert suggested a resolution that the specific trail is going to be plowed should be required. Kosluchar suggested that snow removal could be a qualifying requirement.

Barbeau said that a Safe Routes to School measure reads "Student population within one mile of the elementary school, middle school, or high school served by the project." In 2018, applicants interpreted this in various ways, including population in certain age groups and students enrolled the school. The inconsistency was not correctable, and the measure was nullified. Kosluchar said that schools keep statistics on where students live.

Regarding awarding points in the Roadway categories for leveraging local funds, Pieper said that state policy favors funding bridge projects that obtain federal funding, which could impact this score.

Peterson said that the measure on project location relative to jobs, manufacturing, and education could be eliminated from roadway categories because the distance traveled to such locations is further by automobile than other modes. Robjert expressed agreement, though Lux said this can be a valuable measure.

Peterson asked whether anyone had ideas on elements that can be removed from the risk assessment. Robjert suggested that public involvement should be added.

Robjert said that interchange applications should not get credit for traffic on the cross streets.

VII. OTHER BUSINESS

VIII. ADJOURNMENT

It was moved by McCartney and seconded by MacPherson, to adjourn the meeting. **Motion carried unanimously** and the meeting adjourned.

Joe Barbeau
Recording Secretary

ACTION TRANSMITTAL No. 2019-29

DATE: June 4, 2019
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Anoka County Federal Funding Exchange Request
REQUESTED ACTION: Anoka County requests an exchange of federal funds from its CSAH 22 bridge project (SP # 002-622-036) and its TH 47/CSAH 116 intersection improvement (SP # 002-716-020) to its CSAH 11 railroad grade separation (SP # 002-611-036).
RECOMMENDED MOTION: Recommend denial of the federal funds exchange request due to lack of DBE process for defederalized projects

BACKGROUND AND PURPOSE OF ACTION: Anoka County received Regional Solicitation funding for the following three projects in the 2016 and 2018 funding cycles:

1. County State Aid Highway (CSAH) 11 railroad grade separation (State Project Number (SP #) 002-611-036). 2016 Regional Solicitation. Program Year 2021 (following extension from original program year 2020). Federal funding: \$7,000,000.
2. Trunk Highway (TH) 47/CSAH 116 intersection improvement (SP # 002-716-020). 2018 Regional Solicitation. Program Year 2022. Federal funding: \$1,868,000.
3. CSAH 22 bridge widening over Rum River (SP # 002-622-036). 2018 Regional Solicitation. Program Year 2023. Federal funding: \$1,436,296.

Anoka County proposes to move the federal funds from projects 2 and 3 (totaling \$3,304,296) to project 1. This would bring the total federal amount for project 1 to \$10,304,296, while eliminating federal funding from the other projects. Project 1 is shown in the draft 2020 to 2023 TIP with a project total of \$19,915,120. Therefore, the proposal would keep the local match below the 20% federally required minimum.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the regional solicitation process must have significant changes (such as, but not limited to, scope changes or program year extensions) approved by TAB. There is no TAB policy specific to exchanging federal funds from one project to another. Federal fund exchange occurs on projects in Greater Minnesota and some parts of the country and, as such, is allowable per the Federal Highway Administration.

This requested funding exchange does not change any of these projects from a technical perspective. Each project will continue to be monitored by MnDOT Metro District State Aid to assure that they are completed as proposed and on time.

STAFF ANALYSIS: In 2015, two federal funding exchanges were approved by TAB. One request was from Hennepin County and the other one was from Scott County.

Discussion on these two requests led to the formation of a work group to establish a federal funding exchange policy. Federal funds exchanges are common in Greater Minnesota and in other states because of potential time and cost savings of forgoing the federal process. This policy was never completed, primarily because of concerns with the loss of disadvantaged business enterprise (DBE) requirements when federal funds are removed from a project. The Metropolitan Council expressed aversion to allowing projects selected through the Regional Solicitation to avoid the DBE process. In exploring options, staff found that DBE requirements could not legally be enforced. Further, the Council's own Metropolitan Council Underutilized Business (MCUB) program could also not be legally enforced. Therefore, no enforceable proxy was found, and a policy was never completed.

Because there is no federal funding exchange policy and because the Council has historically been unwilling to allow for TAB-funded projects to skip the DBE process, staff recommends denial of this request.

Should the request be approved, staff recommends that it be done with the following stipulations:

- All projects will be delivered in their current program year and subject to the Council's Program Year Policy.
- All projects will be included in the Transportation Improvement Program.
- All projects will be completed as proposed in their original applications and subject to the Council's Scope Change Policy. MnDOT Metro District State Aid has agreed to monitor the defederalized projects the way it would without this action.
- Should either or both of the defederalized projects not be completed, Anoka County will reimburse the region the amount of federal funding assigned to the project(s) at the time of defederalization.
- The federal funds exchange approval should be conditional on the county completing a resolution agreeing to the above.

ROUTING

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



Anoka County

TRANSPORTATION DIVISION

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April 25, 2019

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Mr. Paul Oehme
Funding and Programming Chair
Metropolitan Council
390 Robert St. North
St. Paul, MN 55101-1805

RE: Anoka County Federal Funding Transfer Request

Dear Mr. Oehme:

The purpose of this letter is to request your consideration and support of a federal funding transfer request between three Anoka County projects.

Anoka County proposes to transfer federal aid funding from the 2022 TH 47/CSAH 116 Intersection Area Improvement project in the cities of Anoka and Ramsey, and the 2023 CSAH 22 Bridge project over the Rum River in the city of Oak Grove, to the 2021 Foley Blvd Railroad Grade Separation project in the city of Coon Rapids. The following table summarizes the current and proposed federal funding details for each project:

Project No.	Project Name	Allocation Year	Awarded Funding	Proposed Funding	Funding Source
002-611-036	CSAH 11 (Foley Blvd) RR Grade Separation	2021	\$7,000,000	\$10,304,296	STBGP
002-716-020	TH 47/CSAH 116 Intersection Area Improvement	2022	\$1,868,000	\$0	STBGP
002-622-036	CSAH 22 Bridge over the Rum River	2023	\$1,436,296	\$0	STBGP

The current estimated construction cost for project SP 002-611-036 is \$19,914,120. The requested transfer of federal funds would increase the percentage of federal funding from 35.2% to 51.7% on said project. Anoka County will use State Aid and/or local funds to close the gap created by the proposed transfer of funds.

Each of these projects are priorities for the county and local communities. Anoka County commits to following the State Aid process and associated requirements in the delivery of projects SP 002-622-036 and SP 002-716-020. This commitment will be solidified through the adoption of a county board resolution agreeing to repay the region if, for any reason, the projects are not delivered.

If you would like to discuss the details of the request in more detail, please contact me at (763) 324-3103, or doug.fischer@co.anoka.mn.us.

Sincerely,

Douglas W. Fischer, PE
Transportation Division Manager/County Engineer

ACTION TRANSMITTAL No. 2019-30

DATE: June 12, 2019

TO: TAC Funding & Programming Committee

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

SUBJECT: Scope Change Request for the City of Burnsville's Lake Marion Greenway Project

REQUESTED ACTION: The City of Burnsville requests a scope change for its Lake Marion Greenway project (SP # 179-090-005) to shift some of the off-road trail to an on-road facility.

RECOMMENDED ACTION: That the TAC Funding & Programming Committee recommend to TAC approval of the City of Burnsville's request to change the scope of its Lake Marion Greenway project (SP # 179-090-005) to shift some of the off-road trail to an on-road facility.

BACKGROUND AND PURPOSE OF ACTION: The City of Burnsville was awarded \$1,598,400 in Surface Transportation Block Grant funds for the 2019 fiscal year in the Multiuse Trails and Bicycle Facilities category as part of the 2014 Regional Solicitation. The project has since been extended to 2020 with payback in 2022. The scope consists of a roughly three-mile off-road multi-use trail, the "Burnsville-Lake Marion Greenway County Road 42 Underpass & Connection," which is planned to be part of the larger "Lake Marion Greenway," connecting Burnsville, Savage, Credit River Township, Lakeville, and Farmington.

The City is requesting that the westernmost 1,200 feet be located on-road, as opposed to off-road. The City cited the following reasons for this request:

- In project development, the greenway was planned to terminate at the Burnsville-Savage city border, where the off-road greenway would merge into the existing on-road facility in Savage, using a mid-block crossing and pedestrian flasher system at the city/county line. During design refinement, it was decided to start the on-road facility at Kelleher Park and Burnsville Parkway to provide the roadway crossing at the park.
- Utilizing the on-road facility also removes the impact to the Murphy Hanrehan Regional Park, which is located on the south side of Burnsville Parkway.
- Burnsville Parkway, in the area of the proposed on-road facility, is 40 mph with 5,900 ADT. The roadway is 36 feet wide and will be restriped to provide 11-foot driving lanes and 7-foot bike lanes (with 18-inch gutter; the usable pavement surface will be 5.5' for the bike lane).

The original cost estimate, including local match, was \$1,850,000. It is currently in the draft 2020-2023 TIP at \$3,900,000. The cost estimate in the attached request is \$4,549,500.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the Scope Change Policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The Scope Change Policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

STAFF ANALYSIS:

Approval/Denial of the Scope Change: The recently updated Scope Change Policy does not call for staff to attempt to re-create a precise score, but to provide general analysis of the impact to scoring measures (except for cost-effectiveness).

This project application was funded several months after the original awarding of 2014 Regional Solicitation funds, as several extra sources of were available. At that time, eight projects were funded with this being the only project from the Multiuse Trails and Bicycle Facilities category. The scoring of projects in the multiuse trail application category was tightly packed, with eight projects scoring between 773 and 785 points. This project scored 779, only one point above the highest-scoring un-funded project (See Table 2).

Table 1 shows the likely impact on each scoring measure.

Table 1: Scoring Analysis

#	Measure	Original Score	Update Project*	Notes
1	Location Relative to RBTN	160	0	
2	Usage #	187	0	
3A	Socio/Economic	18	-	Small diminishment based on reduced pedestrian access behind a manufactured home community.
3B	Housing	63	0	
4A	Close Gap / Circumvents Barrier	63	0	Preferable on-road, but probably not detrimental to this score.
4B	Safety	123	-	Minor decrease given the shift of transition from on-road to off-road.
5A/B	Multimodal Connections	30	-	Minor decrease given the shift of transition from on-road to off-road.
5C	Multimodal Facilities	30	-	Minor decrease given the shift of transition from on-road to off-road.
6	Risk Assessment	105	0	
TOTAL		779	-/0	Overall slight negative impact given the longer continuation of on-road trail
*0 = no change + = small improvement, ++ = moderate improvement, +++ = large improvement - = small diminishment, -- = moderate diminishment, --- = large diminishment #Usage was a cost-effectiveness score, but the current policy eliminates cost effectiveness from the analysis.				

Scorers for the measures showing a small diminishment were contacted. The scorers replied with general agreement that the project is diminishing but that it is difficult to know whether their scores would have been different. The proxy Equity scorer added “the one concern I have is the speed of the road and its impact on the quality of the experience. Forty mph cars are pretty intimidating to ride next to. However, since the trail does continue onto the existing roadway to the west, my discomfort only applies to that small 1200’ segment of the overall project.” The Multimodal Connections/Facilities scorer said “The level of service that a trail provides is higher than an on-street bike lane since a wider range of people are comfortable using a trail over an on-street facility. It also provides pedestrian access, which a bike lane does not. However, this is a fairly minor adjustment in overall length of the trail vs. bike lane and makes a transition to the on-street facility to the west (which needs to happen at some point). I also think the revised crossing location at the park will better serve the residents of the Manufactured Home Community since it will provide an enhanced crossing from a residential area to a park. This benefit may be greater than the impact of replacing a section of trail with bike lane. If I’m looking

at it correctly, the previous crossing location at the county line would only serve westbound bicyclists that need to cross the road to transition from the two-way trail to the westbound directional on-street bike lanes. So overall, I don't think this would have changed the score of the overall project. If so, it would have been minor.”

Table 2: 2014 Multiuse Trails and Bicycle Facilities Ranking

Rank	Applicant	Project	Score	Funded?
9	Carver County	TH 5 Regional Trail from CSAH 17 to CSAH 101	785	Yes
10	Fridley	West Moore Lake Trail and Bicycle Lanes	782	Yes
11	MN-DNR	Gateway State Trail - Hadley Ave Tunnel	781	Yes
	Carver County	TH 5 Regional Trail from Minnewashta to Century	781	Yes
13	Burnsville	Lake Marion Greenway CR 42 Underpass & Connection	779	Yes
14	Bloomington	France Avenue Trail*	778	No
15	Dakota County	MN River Greenway - Eagan South (Big Rivers Reg Trail)**	775	No
16	Carver County	Lake Minnetonka LRT Trail – Stieger boat launch to Rolling Acres	773	No

* Funded in the 2016 Regional Solicitation.

**Funded in the 2018 Regional Solicitation.

As shown in Table 2 above, the project was selected by a very thin margin and the project is being slightly diminished, leading to a potentially difficult decision. The recently updated Scope Change Policy states:

“The affected scoring measures, except for cost-effectiveness (any cost increases are paid for by the local agency and not federal funds), will be analyzed by Council staff to determine if each sub-score would have likely increased, decreased, or stayed the same with the scope change (a precise rescoring of the application is not possible since applications were scored against each other at a specific moment in time). Council staff will then evaluate whether the total score would have likely increased, decreased, or stayed roughly the same based on the summation of the sub-score changes. This relative change in the total score will be compared to the scoring gap between the project’s original score and the highest unfunded project in the same application category. The TAC Funding & Programming Committee may consider recommending denial of the scope change request if it is clear that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been undoubtedly below the funding line).”

The potentially impacted scores, Measures 3A, 4B, 5A/B, and 5C (see Table 1) are all qualitative in nature. As such, while the proposed change is detrimental, it is not clear that any of the scorers would have given different scores had the original application been provided with this change intact. Staff therefore recommends granting of the request based on its minimal change to the project.

Federal Funding: The updated Scope Change Policy refers to the option to reduce federal funding when elements are reduced or minimized. The request includes a \$50,500 project cost reduction. The applicant suggests a federal funding reduction of 80% (i.e., standard federal proportion). This would be \$40,400. Staff recommends that reduction.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

May 16, 2019

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

Re: Scope Change Request
S.P. 179-090-005
Lake Marion Greenway CSAH 42 Connection
Burnsville, Dakota County, Minnesota

Dear Mr. Oehme:

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

Background

Dakota County's greenway vision encompasses 200 miles of regional greenways. The Lake Marion Greenway is one of these regional greenways, which is envisioned as a continuous regional destination trail for non-motorized transportation. When it is completed, the Lake Marion Greenway will connect Burnsville, Savage, Credit River Township, Lakeville and Farmington. The Lake Marion Greenway will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, Lake Marion, downtown Lakeville, South Creek and downtown Farmington, where it will connect with the North Creek Greenway.

Transportation Alternative Program Funding

In 2014, the City of Burnsville applied for and was selected to receive Transportation Alternative Program (TAP) funds for construction of approximately 3 miles of the Lake Marion Greenway from Sunset Pond Park to Burnsville Parkway adjacent to Kelleher Park / Murphy-Hanrehan Regional Park Reserve. The scope indicated that the Greenway would be an entirely off-road facility. A map showing the project location within the area is provided as Figure 1.

Project Development

During the final design, a section of the trail adjacent to Murphy-Hanrehan Park along Burnsville Parkway has been re-evaluated because of purpose and roadway crossing location:

- In project development, the greenway was planned to terminate at the Burnsville-Savage city border, where the off-road greenway would merge into the existing on-road facility in Savage, using a mid-block crossing and pedestrian flasher system at the city/county line. During design refinement, it was determined to start the on-road facility at Kelleher Park at Burnsville Parkway to provide the roadway crossing at the park.

- Utilizing the on-road facility also removes the impact to the Murphy Hanrehan Regional Park which is located on the south side of Burnsville Parkway.
- Burnsville Parkway in the area of the proposed on-road facility is 40 mph with 5,900 ADT. The roadway is 36' wide and will be restriped to provide 11' driving lanes and 7' bike lanes (with 18" gutter the usable pavement surface will be 5.5' for the bike lane).

Proposed Scope Change

The proposed scope change would revise the off-road facility along Burnsville Parkway to an on-road facility. Approximately 1200' of off-road bike facility from Kelleher Park to the Burnsville-Savage border will be revised to an on-road bike facility, utilizing the existing shoulders on Burnsville Parkway.

Bicycle facility revisions would include:

- The mid-block crossing and pedestrian flasher system will be relocated 1200' east of the Burnsville-Savage border.
- The travel lanes and shoulder will be restriped to accommodate State Aid standard on-road bicycle lanes.

The Lake Marion Greenway is a regional trail designed to connect several communities in Dakota County with an off-road facility that supports pedestrian and bicycle traffic. With the connection in Burnsville, the trail would be connected from Sunset Pond Park and Murphy-Hanrehan. With the proposed scope change, the project delivers a connection dedicated to all modes of non-motorized transportation between Kelleher Park and Sunset Pond Park.

Due to the presence of on-road bicycle facilities along Burnsville Parkway at the Burnsville-Savage border and lack of a dedicated pedestrian connection at the Savage border, the connection between the border and Kelleher Park will primarily be used by bicyclists. Therefore, the city sees the revision from an off-road facility to an extension of the existing on-road facility as maintaining the trail connection of the funding application and accomplishing the purpose of the project.

Funding

Please see Attachment 1: Funding Data for Scope Change Request which captures the original application funding amount and the reduction in off road trail costs.

The overall project cost is estimated at \$4,600,000 which is significantly higher than the federal funding amount. A Summary of the overall project cost and reduction for proposed scope change is summarized below.

Federal Funding Amount in STIP	\$1,598,400.00
Estimated Project Cost	\$4,600,000.00
Project Cost to be Covered by Local Funds	\$3,001,600.00

Removal of 1200' of Off-Road Trail	-\$56,000.00
Additional Cost of:	
Pavement Marking Removal	\$3,000.00
Restriping Roadway	\$2,500.00
Change in Project Cost	-\$50,500.00
80% Federal	-\$40,400.00
20% Local	-\$10,100.00

Revised Project Cost	\$4,549,500.00
Revised Federal Amount	\$1,558,000.00
Revised Local Amount	\$2,991,500.00

Summary

With the modified scope described herein, the project goal of providing a connection from Sunset Park to Burnsville Parkway adjacent to Kelleher Park / Murphy-Hanrehan Regional Park Reserve is still met. If you have any questions or require any additional information please contact me at (952) 895-4459 or ryan.peterson@burnsvillemn.gov.

Sincerely,

CITY OF BURNSVILLE



Ryan Peterson
Public Works Director

Cc: John Mertens, Dakota County
Scott Eue, MnDOT Federal Aid Project Manager

Attachments: (1) Funding Data For Scope Change Request
(2) Location Map

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	2014
Application Funding Category	Bicycle and Pedestrian Facilities
HSIP Solicitation?	no
Application Total Project Cost	\$1,850,000
Federal Award	\$1,480,000
Application Federal Percentage of Total Project Cost	80%

Project Elements Being Removed:

	Original Application Cost
1200' of Bituminous Trail	\$56,000

New Project Elements:

	Cost (Based on Year of Costs in Original Application)
Pavement Marking Removal	\$3,000
On-Road Striping	\$2,500

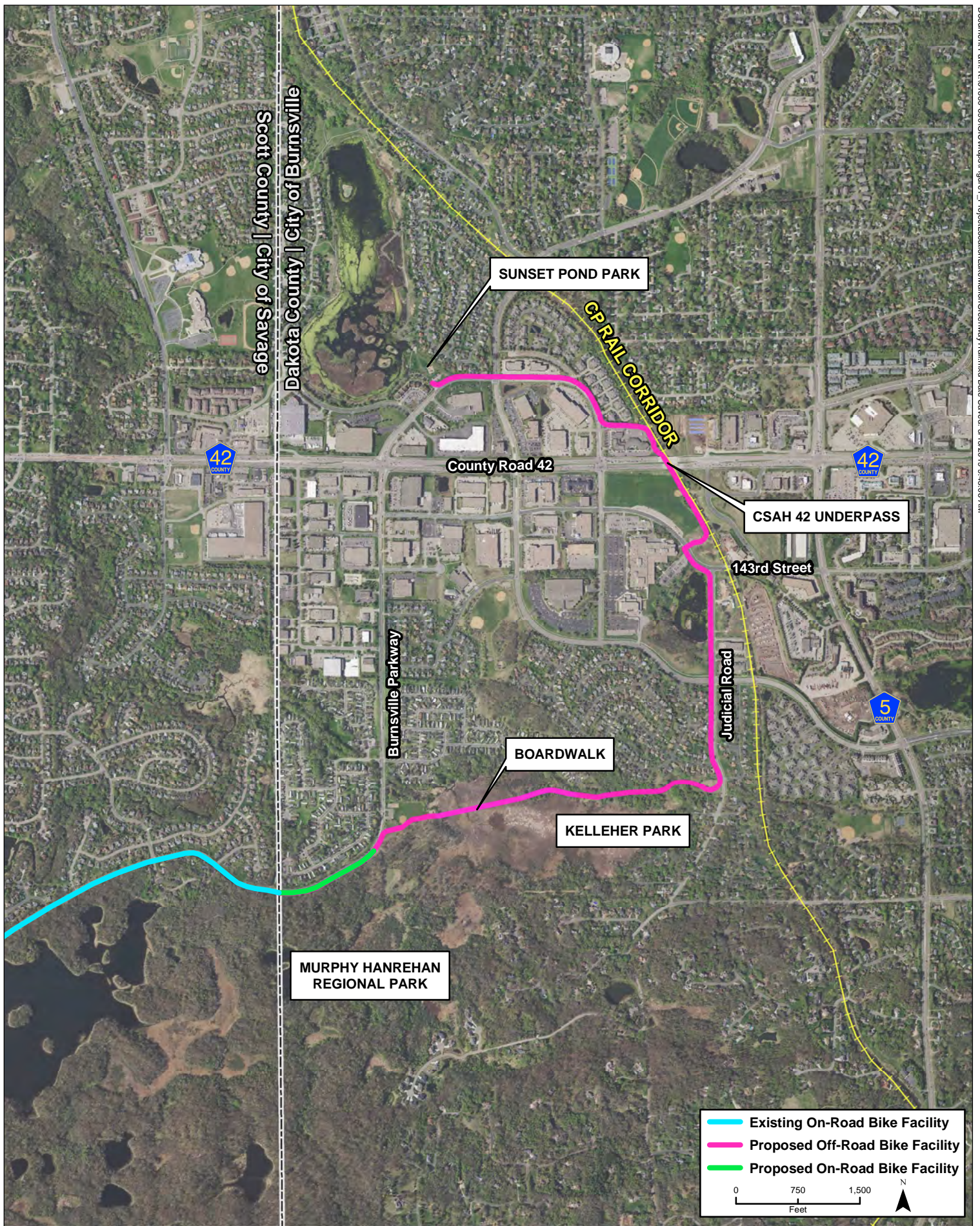
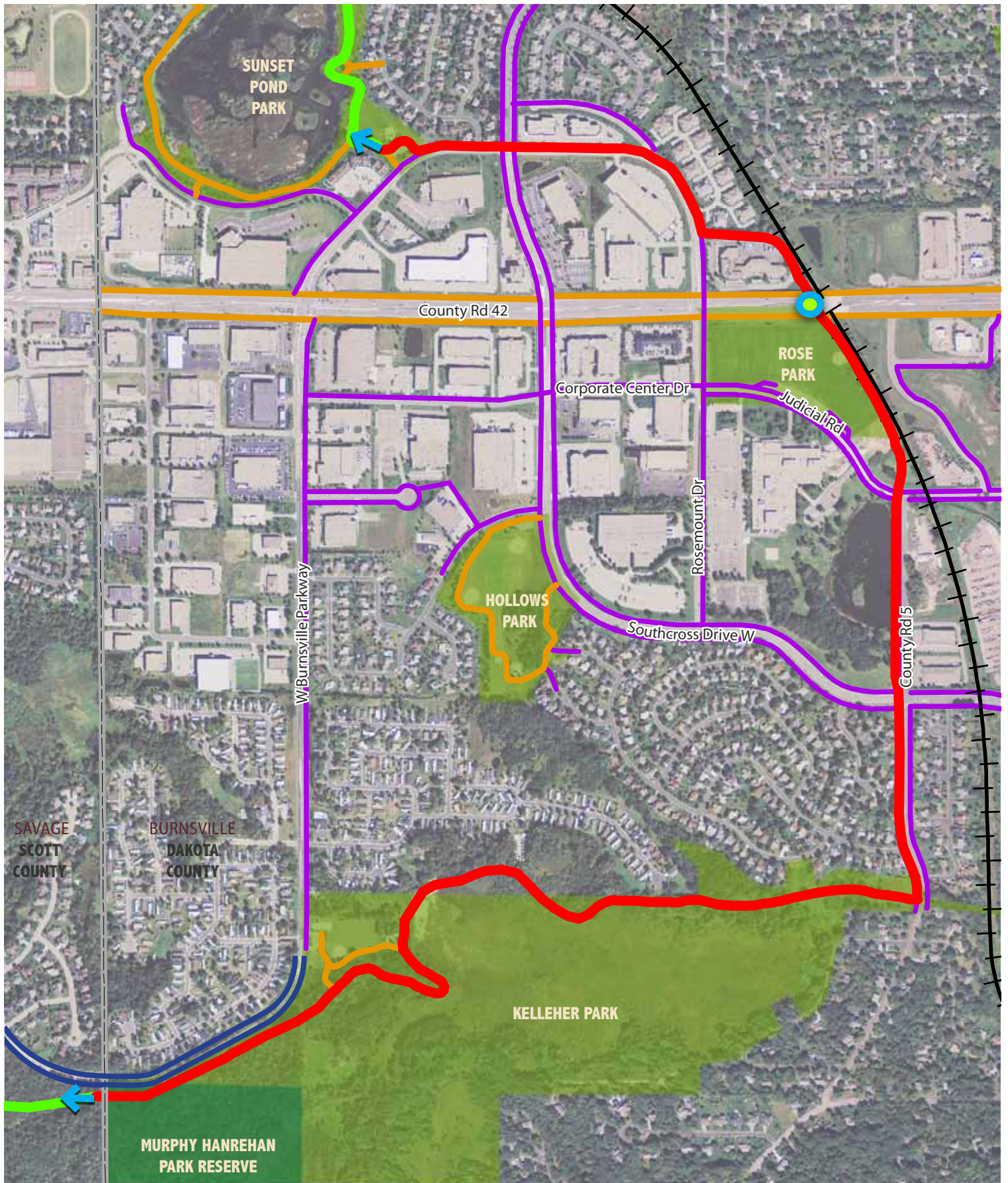


Figure 1: Project Location
 Lake Marion Greenway Trail - Segment 1 South
 Burnsville, MN



BURNSVILLE LAKE MARION GREENWAY PROJECT SUMMARY

- █ Proposed Trail
- █ Existing Regional Greenway
- █ Local Trail
- █ Sidewalk
- █ Existing Bike Lane
- Municipal/County Boundary
- Regional Park
- City Park
- Proposed Underpass
- ← Connection to existing Dakota County Greenway

Scope Change Policy

Projects awarded federal funds by the Transportation Advisory Board (TAB) as part of the Regional Solicitation or Highway Safety Improvement Program (HSIP) are often concepts that are further developed in the period from project application to implementation. Project sponsors work on activities after funds are awarded such as preliminary and final design, environmental studies, and public involvement. Sometimes during this project development process, the project sponsor wants to make changes to the scope of the project. Changes to a project's scope could affect its benefits to the region. It is important to the TAB that any change in a project's scope does not substantially reduce these benefits.

Scope Changes

A scope change is any revision that changes the physical characteristics of the project and has the potential to add to or detract from the project's benefits to the region. The project description in the original funding application serves as the project's scope for the purpose of determining whether a scope change is needed.

Three Levels of Scope Changes

There are three types of scope changes described below. The TAB Coordinator, the MnDOT Metro District Federal Aid Program Coordinator (for Federal Highway Administration-administered projects), and the Transit Federal Grants Manager (for Federal Transit Administration-administered projects) will determine the type of scope change.

Administrative scope changes:

Minor changes that typically occur when projects move into detailed design or minor additions such as project amenities or aesthetic items do not need TAB Coordinator/Metropolitan Council staff review. The MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager can review and approve minor changes including, but not limited to:

- Removing or adding of minor items, such as benches, waste receptacles, signage, etc.
- Changing the design of aesthetic items, such as lighting, railings, benches, etc.
- Adding items due to normal detailed design of a project such as noise walls, retaining walls, storm sewers, bike racks, wi-fi, etc.
- Adding new project elements/improvements funded through another source (e.g., a change to a more fuel-efficient bus) or combining a TAB-funded project with one or more separate non-TAB funded projects to improve efficiency and reduce construction impacts (e.g., combining a roadway project with an adjacent mill and overlay project). These changes should not detract from the original scope.
- Changing the width of a bike path (must still meet standards).

Informal scope changes:

Scope changes that exceed the standards of administrative scope changes are brought for a consultation between the TAB Coordinator; the MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager; and Council staff. The consultation will determine if the scope change can be approved through an informal process or if a formal scope change request is needed due to the potential negative impacts of the changes. An informal scope change may include, but is not limited to:

- Slightly changing a bike or pedestrian trail route alignment while still making the major connections.

- Combining two separate TAB-funded projects, provided this does not threaten to negatively impact either project.
- Changing the termini of a project, provided this does not threaten to negatively impact the project.
- Changing a pedestrian overpass to an underpass; or an underpass to an overpass.
- Changing an intersection treatment (e.g., a traffic signal to a roundabout) or an interchange design.
- Changing bus length, fuel source, type, or number, provided there is no resulting decrease in transit service.
- Reversion to the original scope (or a previously approved scope change). Note that any federal funds taken away in a previous scope change cannot be returned; the entire scope would need to be completed with the reduced federal contribution.

Formal scope changes:

Any change that may significantly alter the estimated benefits to the region (particularly if altered to the degree where the revised scope may not have justified its original selection) must go through the formal committee process and be approved by TAB. A formal scope change request process is likely to be needed in instances including, but not limited to:

- Removing significant elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc.
- Adding elements that detract from the value or intent of the original application.
- Removing proposed access closures, if the closures are described in the project description and used to score points in the application.
- Reducing the frequency or hours of transit service.
- Reducing the number of parking spaces in a park-and-ride facility.
- Changing the number of travel lanes.
- Shifting from a bridge replacement project to a bridge rehabilitation project.
- Changing designs from an off-road trail to on-road bicycle route.

Ineligible Requests

The TAB Coordinator may inform the project sponsor that the proposed revisions exceed the limits of a scope change and that the proposed change constitutes a new project. Such requests will not be processed through the TAC and TAB and that the original project should either be completed or withdrawn. If the project is to be withdrawn, the project sponsor should submit a formal letter to the TAB Coordinator stating that the project is being withdrawn and federal funds are being returned to the region for reallocation. A proposed change will be considered a new project and therefore not eligible for a scope change if it is:

- Relocating the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another
- Moving funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z.
- Eliminating the primary improvement proposed in the project description (e.g., a bridge will not be improved for a project submitted in the bridge application category or a trail will not be improved in the multiuse trails application category).

Steps and Requirements to Determine Scope Change Type and Request a Formal Scope Change

The following steps must be followed to determine a scope change type and whether the proposed change needs to go through the formal scope change request process. It should be noted that once a MnDOT Metro District State Aid project has been authorized, the project scope cannot change.

1. The project sponsor informs the TAB Coordinator and the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Grants Manager that it wants to change a project. At this time, the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Federal Grants Manager may determine that the change is minor in scope and no further action is needed. If the requested change is more substantial, the project sponsor will be asked to provide a written description of the proposed scope change and a map or schematics showing how the proposed scope change affects the project.
2. Upon this submittal, the TAB Coordinator will consult with the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Grants Manager to discuss the extent of the changes and whether the scope change will require a formal scope change request. The TAB Coordinator will contact the project sponsor and inform them whether the proposed modification can be accomplished administratively or whether it will trigger a formal scope change request and/or TIP amendment¹ request.
3. For a formal scope change request, the project sponsor must provide data on the revised project scope to the TAB Coordinator, including a complete project description; location map; project layout, sketches, or schematics; and a discussion of project benefits being retained, gained, or lost. Applicants must provide a cost breakdown of the TAB-eligible items proposed for removal and addition (in the year of costs used in the original application) using the attached project cost worksheet. Failure to do so can result in the request not being included on the TAC Funding & Programming Committee's agenda.
4. Council staff and will conduct an analysis of the requested change, including the background information provided by the project sponsor for consideration by the TAC Funding & Programming Committee. The Committee will discuss the staff analysis and recommend one the following to TAC and TAB (see detailed sections below and on the following page about determining scope change and federal funding amount recommendations):
 - Approval of the scope change as requested;
 - Approval of the scope change request with modifications to the scope and/or a recommended reduction of federal funds; or
 - Denial of the requested change

Determining the Scope Change Approval Recommendation

To determine whether the scope change request should be approved, the TAC Funding & Programming Committee will discuss the merits of the proposed changes and weigh the overall

¹ A TIP amendment request is only required to accompany a scope change request if the project is in the current fiscal year and either the project description changes in the TIP, the project termini change by 0.3-mile or greater, or the funding amount changes enough to meet federal TIP amendment thresholds.

benefits or reduction of benefits to the region. Council staff will provide a written analysis regarding the potential impacts of the proposed changes. The affected scoring measures, except for cost-effectiveness (any cost increases are paid for by the local agency and not federal funds), will be analyzed by Council staff to determine if each sub-score would have likely increased, decreased, or stayed the same with the scope change (a precise rescoring of the application is not possible since applications were scored against each other at a specific moment in time). Council staff will then evaluate whether the total score would have likely increased, decreased, or stayed roughly the same based on the summation of the sub-score changes. This relative change in the total score will be compared to the scoring gap between the project's original score and the highest unfunded project in the same application category. The TAC Funding & Programming Committee may consider recommending denial of the scope change request if it is clear that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been undoubtedly below the funding line). Council staff may confirm their findings with the original scorer of the measure and/or request additional information of the applicant, if necessary. Project sponsor must attend TAC Funding & Programming, TAC, and TAB meetings, where the item is on the agenda.

Determining the Federal Funding Amount Recommendation

To determine whether federal funds should be recommended to be removed from a project, Council staff will assess the project elements being reduced or removed and provide this information to the TAC Funding & Programming Committee. While adding eligible project elements is permitted, federal funds cannot be shifted away from any removed elements to new project elements unless the removed elements are being done as part of some other programmed project. Federal funds cannot be added to a project beyond the original award.

Applicants must provide a revised cost estimate including a cost breakdown of the items proposed for removal using the attached project cost worksheet. Any removed or added items should use the costs in the year requested in the original application instead of the year of construction costs. Regional Solicitation projects must continue to maintain at least a 20% non-federal match, while HSIP projects must continue to maintain at least a 10% non-federal match.

Staff may recommend funding reduction options, if applicable, based on the federal share of the cost of the project elements being removed or the proportionate reduction of project benefits in cases in which that is discernable (e.g., number of parking spaces or length of sidewalk) and/or another method developed by staff or the TAC Funding & Programming Committee. A recommendation will move from TAC Funding & Programming Committee to the TAC and TAB for approval. If applicable, a TIP amendment request will also be moved for approval through the Metropolitan Council.

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	
Application Funding Category	
HSIP Solicitation?	Yes No
Application Total Project Cost	
Federal Award	
Application Federal Percentage of Total Project Cost	

Project Elements Being Removed:

	Original Application Cost

New Project Elements:

	Cost (Based on Year of Costs in Original Application)

ACTION TRANSMITTAL No. 2019-31

DATE: June 12, 2019

TO: TAC Funding & Programming Committee

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

SUBJECT: Scope Change Request for Hennepin County's CSAH 81 Bridge Replacement Project

REQUESTED ACTION: Hennepin County requests a scope change for its CSAH 81 bridge replacement project (SP # 027-681-038) to replace a third bridge and move the bicycle and pedestrian access.

RECOMMENDED ACTION: That the TAC Funding & Programming Committee recommend to TAC approval of Hennepin County's request to change the scope of its CSAH 81 bridge replacement project (SP # 027-681-038) to replace a third bridge and move the bicycle and pedestrian access.

BACKGROUND AND PURPOSE OF ACTION: Hennepin County was awarded \$7,000,000 in Surface Transportation Block Grant funds for the 2021 fiscal year in the Bridges category as part of the 2016 Regional Solicitation. The project's primary purpose is to replace the northbound and southbound bridges of County State-Aid Highway (CSAH) 81 (W. Broadway Avenue) over Victory Memorial Parkway / Theodore Wirth Parkway / Oakdale Avenue / Lowry Avenue on the border of Minneapolis and Robbinsdale. The project also includes non-motorized paths.

The County is requesting a scope change that would reflect the following changes:

- Reconfiguration of the Victory Memorial Parkway / Theodore Wirth Parkway / Oakdale Avenue / Lowry Avenue intersection. The proposed reconfiguration, shown in Exhibit 3, was the impetus for the request and reduces crossing distances. This requires movement of the placement of the bridges.
- Replacement of a third bridge structure, the on ramp from Lowry Avenue to northbound CSAH 81.
- Relocation of trail connections. The original scope included trail access along the bridges. The proposed change eliminates that access and focuses on improved throughput at the below intersection. Note that the original scope included widening of the original bridges from 35.5 feet to 48.3 feet to accommodate the trails. While those trails are no longer planned, the bridges will still be constructed to the wider width.

The original cost estimate, including local match, was \$15,650,000. It is currently in the draft 2020-2023 TIP at this same figure. The proposed update would bring the cost to \$17,900,000.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the Scope Change Policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment accommodates this request. The amendment reflects the additional bridge replacement, additional cost, and advance construction in 2020.

STAFF ANALYSIS:

Approval/Denial of the Scope Change: The recently updated Scope Change Policy does not call for staff to try to re-create a precise score, but to provide general analysis of the impact to scoring measures (except for cost-effectiveness).

Two projects were funded in the Bridge category. This project was the highest-scoring project in the category by 189 points and outscored the highest unfunded category by 276 points. Therefore, it is safe to say that the project would have been funded if originally proposed this way. Table 1 shows the likely impact on each scoring measure.

Table 1: Scoring Analysis

#	Measure	Original Score	Update Project*	Notes
1A	Average distance to nearest parallel roadways	115	0	
1B	Connection to total jobs and manufacture jobs	8	0	
1C	Current daily heavy commercial traffic	18	0	
1D	Freight elements	15	0	
2A	Current Daily person throughput	92	0	
2B	Forecast 2040 ADT	30	0	
3A	Socio/Economic	27	0	
3B	Housing Performance Score	63	0	
4A	Bridge sufficiency rating	300	0	
4B	Load-Posting	100	0	
5	Multimodal	85	+	More direct/comfortable access
6	Risk Assessment	73	0	
SUBTOTAL		926	0	
7	Cost Effectiveness	17	N/A	
TOTAL		943	0/+	
* 0 = no change + = small improvement, ++ = moderate improvement, +++ = large improvement - = small diminishment, -- = moderate diminishment, --- = large diminishment				

Funding: The updated scope change policy provides the following guidance related to funding:

...While adding eligible project elements is permitted, federal funds cannot be shifted away from any removed elements to new project elements unless the removed elements are being done as part of some other programmed project. Federal funds cannot be added to a project beyond the original award...

The full policy is included in this action item. \$1.35 million is being removed for the trails on the northbound and southbound bridge structures. Council staff’s interpretation is that the bicycle/pedestrian paths are being re-oriented to serve the same area and therefore recommends no reduction.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

HENNEPIN COUNTY

MINNESOTA

May 15, 2019

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
230 East 5th Street
St. Paul, MN 55101

Re: Scope Change Request
S.P. 027-681-038
CSAH 81 Bridge Replacement Project
Cities of Minneapolis and Robbinsdale, Hennepin County Minnesota

Dear Mr. Oehme:

Hennepin County respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change Request for the above referenced project at its June 20 meeting. This request includes project scope modifications to include replacement of an adjacent bridge, reconstruction of the intersection below the bridges, and modified trail connections. Additionally, in response to accelerated deterioration, we plan to advance bridge reconstruction to begin in the year 2020.

Hennepin County applied for federal funding through the 2016 Regional Solicitation and was selected to receive \$7 Million in federal funds to replace two bridges (27007 and 27008) that carry CSAH 81 (West Broadway Avenue) over the intersection of Victory Memorial Parkway/Theodore Wirth Parkway, CSAH 153 (Lowry Avenue), Oakdale Avenue and the historic Grand Rounds trail system. The existing bridge foundations are closely tied to the intersection below the bridge. Various bridge replacement options were considered including replacing the structures in-kind, limiting impacts to the intersection below or reconfiguring the layout of both the bridges and intersection below.

Hennepin County has been working with partnering agencies and the surrounding community to develop a preferred option. Through this collaborative effort it was determined that the preferred option is to reconfigure the layout of the West Broadway Avenue bridges (27007 and 27008) and the Theodore Wirth Parkway/Lowry Avenue intersection. An adjacent bridge (27006) which carries traffic from westbound Lowry Avenue to northbound West Broadway Avenue is also in need of replacement at the same time. We request this bridge be included in the project with the other West Broadway Avenue bridges. These changes provide the opportunity to enhance the existing trail and sidewalk connections.

Hennepin County Transportation Project Delivery
Public Works Facility, 1600 Prairie Drive, Medina, MN 55340
612-596-0356 | hennepin.us



Project partners including FHWA, MnDOT, City of Minneapolis, City of Robbinsdale and the Minneapolis Park Board have been involved in developing the revised project scope. The enclosed information provides details on our request. If you have any questions or require any additional information, please contact me at 612-596-0356 or carla.stueve@hennepin.us.

Sincerely,



Carla Stueve, P.E., P.T.O.E
Hennepin County
County Highway Engineer

SCOPE CHANGE REQUEST
CSAH 81 over CSAH 153/Theodore Wirth Parkway/Victory Memorial Drive/Oakdale Ave
Bridge Replacement and Intersection Improvements Project
S.P. 027-681-038
City of Minneapolis and City of Robbinsdale, Hennepin County, Minnesota

Location Map

The project is located on the border of the cities of Robbinsdale and Minneapolis in Hennepin County. Maps showing the general project area and location of the three CSAH 81 (West Broadway Avenue) bridges is provided in Exhibits 1A and 1B.

Project Scope

The original project scope in the approved 2020-2023 STIP includes replacing two bridges (27007 and 27008) which serve northbound and southbound West Broadway Avenue. The scope change request includes the addition of a third bridge (27006), intersection reconfiguration below the structures and new trail connections. No additional federal funds are being requested. The expanded project scope will be funded using county funds.

Revised Project Description

During the project development for the replacement of the West Broadway Avenue bridges it was determined that project partners and the surrounding community preferred reconfiguration of the intersection below the structures as part of the bridge project. Since the existing bridge foundations are tied to the intersection below, a new intersection and bridge design were developed together. Reconfiguration of both the bridges and intersection presented an opportunity to also provide additional trail and sidewalk improvements.

Proposed scope change project description:

The proposed project includes the following components: three new bridges that will replace structures: 27006, 27007 and 27008, including the necessary approach work of approximately 0.5 lane miles of roadway; the Victory Memorial Parkway/Theodore Wirth Parkway/Oakdale Avenue/Lowry Avenue intersection; and improved trail crossings on the bridge replacing structure 27006 and for the intersection below the bridges.

Key project elements include:

Replacement of bridges 27007 and 27008

Bridges 27007 and 27008 carry northbound and southbound West Broadway Avenue traffic. Both bridges carry approximately 10,000 vehicles per day and serve regional traffic. Bridge 27007 is restricted from heavy vehicles and both bridges are structurally deficient.

The expanded scope includes the following new elements:

Victory Memorial Parkway/Theodore Wirth Parkway/Oakdale Avenue/Lowry Avenue intersection

The intersection is located on the border of Robbinsdale and Minneapolis and is adjacent to the historic Grand Rounds trail system. The intersection is also a key connection for North Memorial Hospital that is located immediately west of the intersection. Improvements include reconfiguring lanes to accommodate traffic while reducing crossing distances to improve safety for bicycle and pedestrian traffic.

Bridge 27006 replacement

Bridge 27006 provides an on ramp from Lowry Avenue to northbound West Broadway Avenue which is a key interchange movement. The structurally deficient bridge is weight restricted. Bridges 27006 and 27008 share a foundation and need to be replaced at the same time.

Relocation of trail connections

Two new trail connections are proposed on West Broadway Avenue. With the intersection reconfiguration and inclusion of bridge 27006, Hennepin County along with partnering agencies and the community evaluated the need for new trail connections through this area. A protected on-road bike trail is proposed for the connection between Lowry Avenue and West Broadway Avenue that will connect to the Crystal Lake trail system. Intersection improvements will also provide shortened crossing distances and upgraded trail accommodations.

Work to be Completed

Preliminary plans for the revised project are underway and layouts have been submitted to MnDOT. Additionally, preliminary construction limits and cost estimates have been developed for the revised scope. With approval of the scope change request, Hennepin County will complete the project in the schedule outlined in **Table 1**.

Table 1. Project Schedule

Milestones	Completion Date
Roadway layout development	Apr-2019
Preliminary bridge development	Apr-2019
30% road and bridge submittal	May-2019
60% Road and Bridge submittal	Aug-2019
95% Road and Bridge submittal	Jan-2020
Plans finalized	Mar-2020
Permits acquired	Oct-2020
Bidding	Apr-2020
Begin construction	Jul-2020
Complete construction	Jul-2022

Revised Cost Estimate

Project funding and preliminary construction costs (revised scope) are provided in **Table 2**.

Table 2. Updated Project Construction Cost Estimate and Funding Revisions Request

	Total	FHWA	Local
Original Scope	\$ 15,650,000	\$ 7,000,000	\$ 8,650,000
Expanded Scope	\$ 2,250,000	\$ -	\$ 2,250,000
Total Project	\$ 17,900,000	\$ 7,000,000	\$ 10,900,000

Funding for Scope Change Request

Funding for the scope change request is provided in Tables 3-5 which includes the elements of the project that will be removed and new elements.

Table 3. Original Application

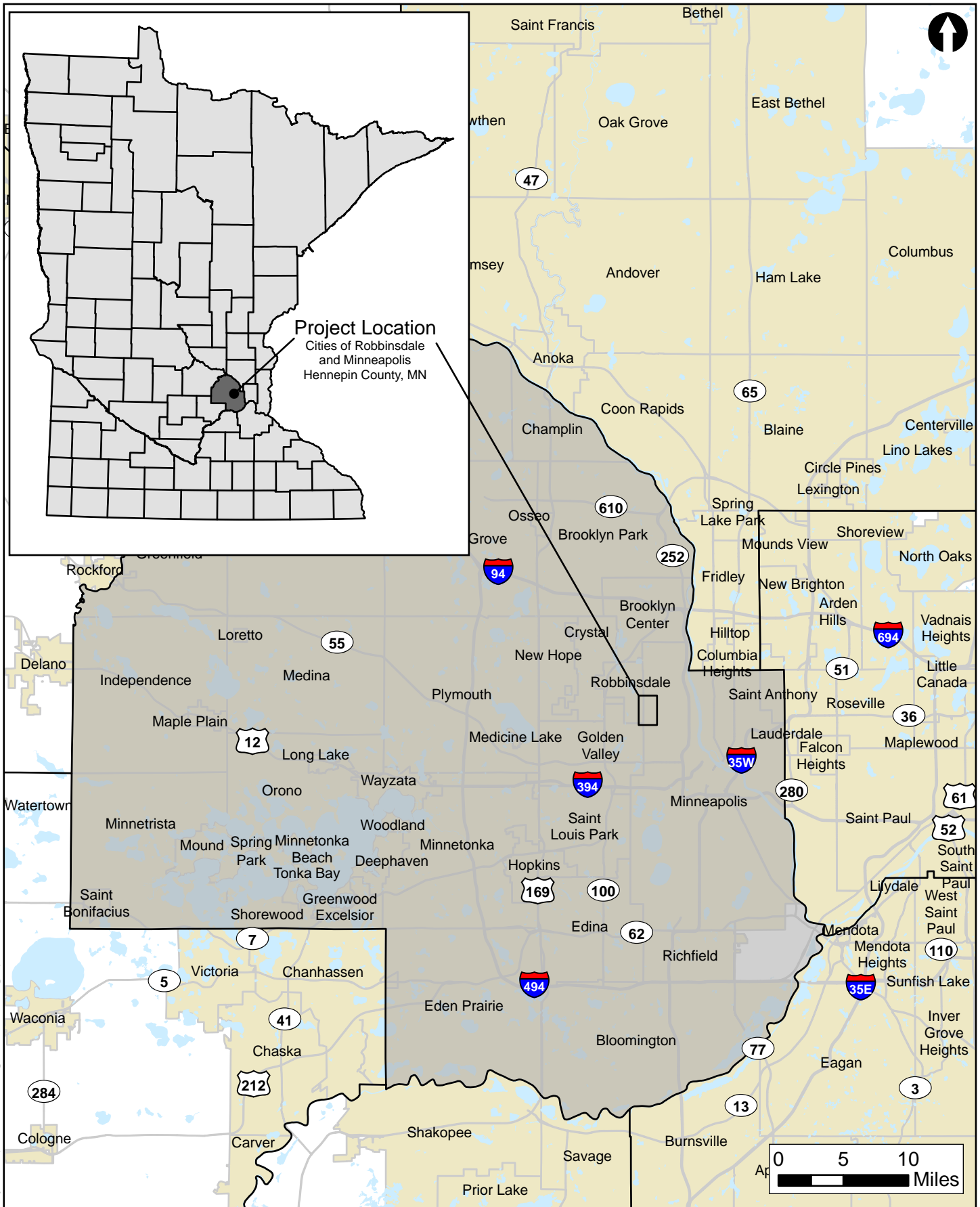
Regional Solicitation Year	2016
Application Funding Category	Bridge rehabilitation/ replacement
HSIP Solicitation?	No
Application Total Project Cost	\$15,650,000
Federal Award	\$7,000,000
Application Federal Percentage of Total Project Cost	45%

Table 4. Project Elements Being Removed

	Original Application Cost
Trail on bridge replacing 27007	\$675,000
Trail on bridge replacing 27008	\$675,000

Table 5. New Project Elements

	Cost (Based on Year in Original Application)
Bridge replacing structure 27006	\$1,750,000
Theodore Wirth Parkway/Victory Memorial Parkway/Oakdale Avenue/Lowry Avenue intersection	\$500,000
Trail on bridge replacing 27006	\$675,000
Trail improvements below structures	\$675,000



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Project Location

West Broadway Avenue Bridges Reconstruction
 Hennepin County, MN
 SPO27681-088

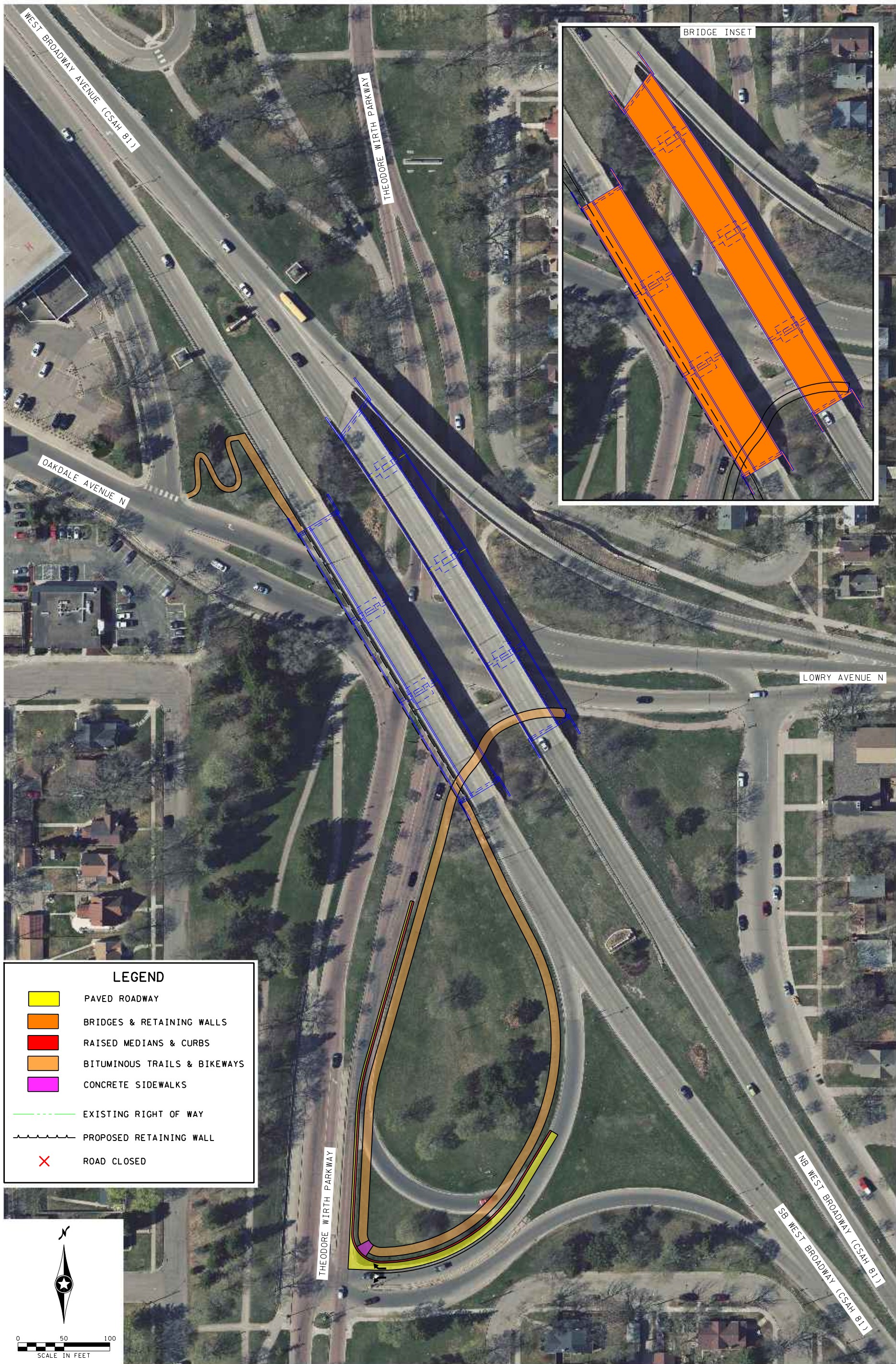
Exhibit 1A



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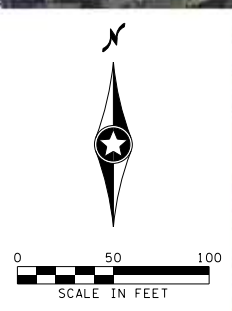
Project Location

West Broadway Avenue Bridges Reconstruction
 Hennepin County, MN
 SP 027-681-038



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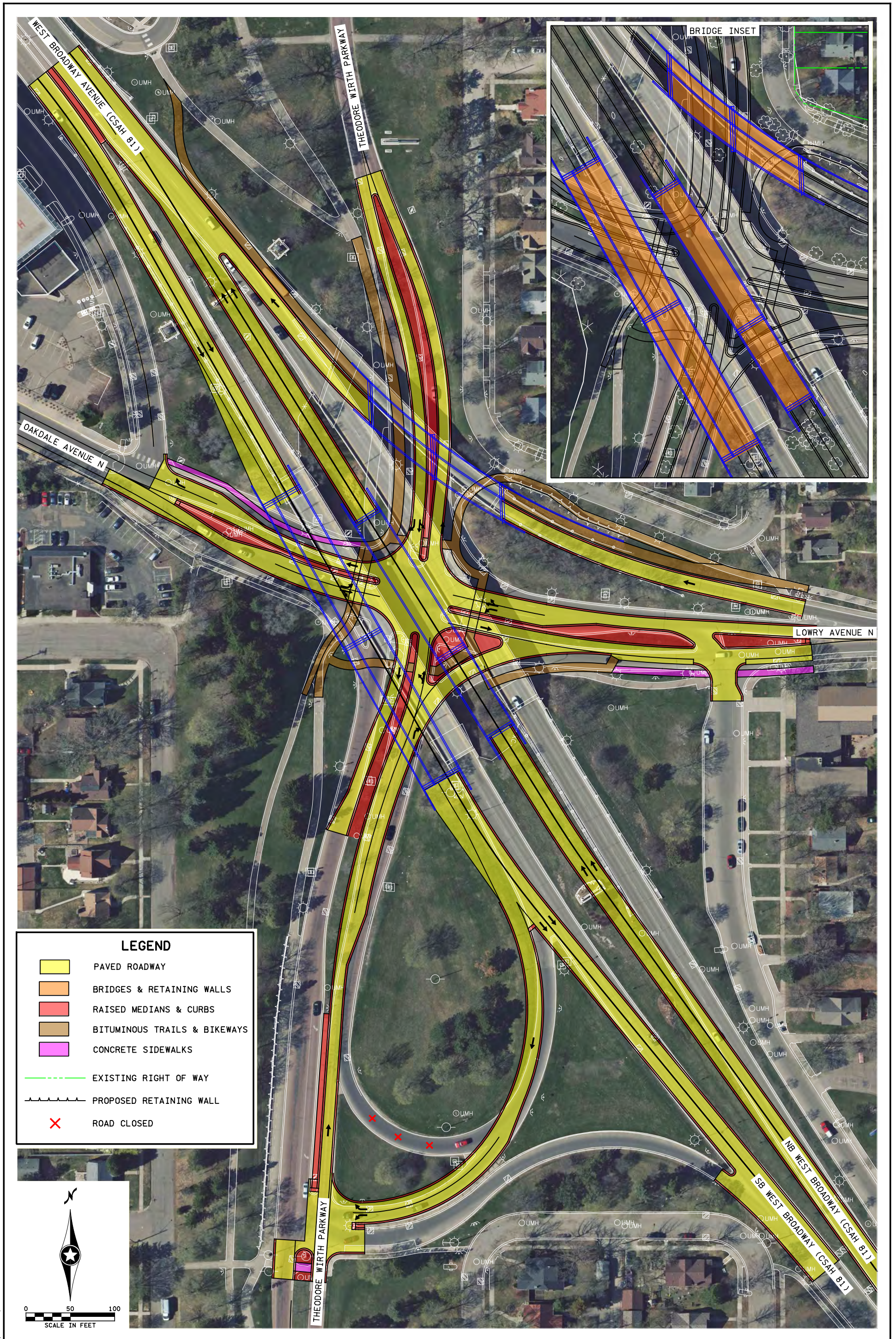
LEGEND	
	PAVED ROADWAY
	BRIDGES & RETAINING WALLS
	RAISED MEDIANS & CURBS
	BITUMINOUS TRAILS & BIKEWAYS
	CONCRETE SIDEWALKS
	EXISTING RIGHT OF WAY
	PROPOSED RETAINING WALL
	ROAD CLOSED











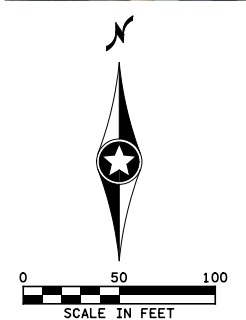
ORIGINAL APPLICATION
 West Broadway Ave. Bridges Reconstruction
 Hennepin County

Exhibit 2

Job #
5/23/2019



LEGEND	
	PAVED ROADWAY
	BRIDGES & RETAINING WALLS
	RAISED MEDIANS & CURBS
	BITUMINOUS TRAILS & BIKEWAYS
	CONCRETE SIDEWALKS
	EXISTING RIGHT OF WAY
	PROPOSED RETAINING WALL
	ROAD CLOSED

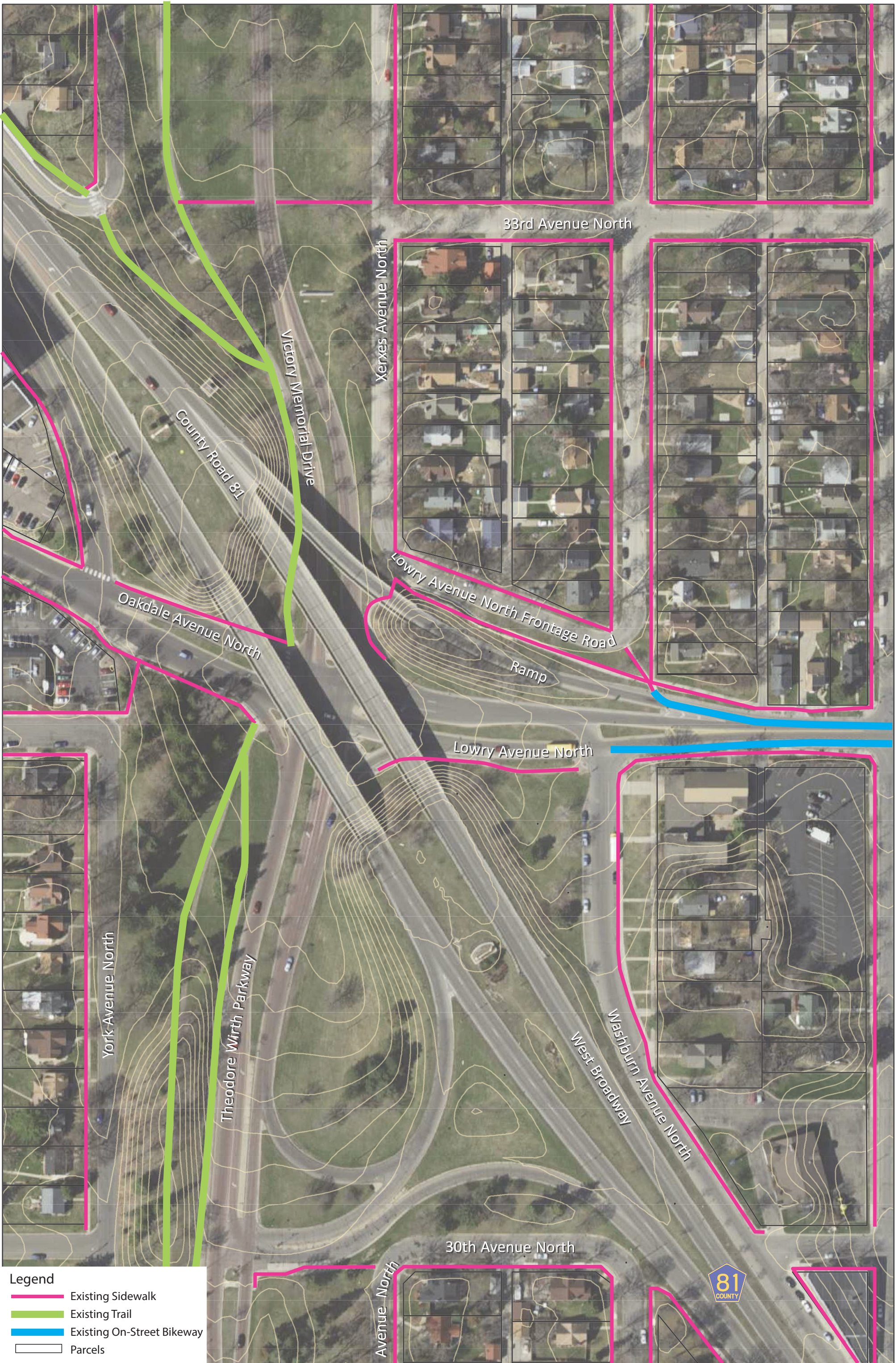


SDGNS



FULL RECONSTRUCT

West Broadway Ave. Bridges Reconstruction
Hennepin County



- Legend**
- Existing Sidewalk
 - Existing Trail
 - Existing On-Street Bikeway
 - Parcels

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Scope Change Policy

Projects awarded federal funds by the Transportation Advisory Board (TAB) as part of the Regional Solicitation or Highway Safety Improvement Program (HSIP) are often concepts that are further developed in the period from project application to implementation. Project sponsors work on activities after funds are awarded such as preliminary and final design, environmental studies, and public involvement. Sometimes during this project development process, the project sponsor wants to make changes to the scope of the project. Changes to a project's scope could affect its benefits to the region. It is important to the TAB that any change in a project's scope does not substantially reduce these benefits.

Scope Changes

A scope change is any revision that changes the physical characteristics of the project and has the potential to add to or detract from the project's benefits to the region. The project description in the original funding application serves as the project's scope for the purpose of determining whether a scope change is needed.

Three Levels of Scope Changes

There are three types of scope changes described below. The TAB Coordinator, the MnDOT Metro District Federal Aid Program Coordinator (for Federal Highway Administration-administered projects), and the Transit Federal Grants Manager (for Federal Transit Administration-administered projects) will determine the type of scope change.

Administrative scope changes:

Minor changes that typically occur when projects move into detailed design or minor additions such as project amenities or aesthetic items do not need TAB Coordinator/Metropolitan Council staff review. The MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager can review and approve minor changes including, but not limited to:

- Removing or adding of minor items, such as benches, waste receptacles, signage, etc.
- Changing the design of aesthetic items, such as lighting, railings, benches, etc.
- Adding items due to normal detailed design of a project such as noise walls, retaining walls, storm sewers, bike racks, wi-fi, etc.
- Adding new project elements/improvements funded through another source (e.g., a change to a more fuel-efficient bus) or combining a TAB-funded project with one or more separate non-TAB funded projects to improve efficiency and reduce construction impacts (e.g., combining a roadway project with an adjacent mill and overlay project). These changes should not detract from the original scope.
- Changing the width of a bike path (must still meet standards).

Informal scope changes:

Scope changes that exceed the standards of administrative scope changes are brought for a consultation between the TAB Coordinator; the MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager; and Council staff. The consultation will determine if the scope change can be approved through an informal process or if a formal scope change request is needed due to the potential negative impacts of the changes. An informal scope change may include, but is not limited to:

- Slightly changing a bike or pedestrian trail route alignment while still making the major connections.

- Combining two separate TAB-funded projects, provided this does not threaten to negatively impact either project.
- Changing the termini of a project, provided this does not threaten to negatively impact the project.
- Changing a pedestrian overpass to an underpass; or an underpass to an overpass.
- Changing an intersection treatment (e.g., a traffic signal to a roundabout) or an interchange design.
- Changing bus length, fuel source, type, or number, provided there is no resulting decrease in transit service.
- Reversion to the original scope (or a previously approved scope change). Note that any federal funds taken away in a previous scope change cannot be returned; the entire scope would need to be completed with the reduced federal contribution.

Formal scope changes:

Any change that may significantly alter the estimated benefits to the region (particularly if altered to the degree where the revised scope may not have justified its original selection) must go through the formal committee process and be approved by TAB. A formal scope change request process is likely to be needed in instances including, but not limited to:

- Removing significant elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc.
- Adding elements that detract from the value or intent of the original application.
- Removing proposed access closures, if the closures are described in the project description and used to score points in the application.
- Reducing the frequency or hours of transit service.
- Reducing the number of parking spaces in a park-and-ride facility.
- Changing the number of travel lanes.
- Shifting from a bridge replacement project to a bridge rehabilitation project.
- Changing designs from an off-road trail to on-road bicycle route.

Ineligible Requests

The TAB Coordinator may inform the project sponsor that the proposed revisions exceed the limits of a scope change and that the proposed change constitutes a new project. Such requests will not be processed through the TAC and TAB and that the original project should either be completed or withdrawn. If the project is to be withdrawn, the project sponsor should submit a formal letter to the TAB Coordinator stating that the project is being withdrawn and federal funds are being returned to the region for reallocation. A proposed change will be considered a new project and therefore not eligible for a scope change if it is:

- Relocating the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another
- Moving funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z.
- Eliminating the primary improvement proposed in the project description (e.g., a bridge will not be improved for a project submitted in the bridge application category or a trail will not be improved in the multiuse trails application category).

Steps and Requirements to Determine Scope Change Type and Request a Formal Scope Change

The following steps must be followed to determine a scope change type and whether the proposed change needs to go through the formal scope change request process. It should be noted that once a MnDOT Metro District State Aid project has been authorized, the project scope cannot change.

1. The project sponsor informs the TAB Coordinator and the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Grants Manager that it wants to change a project. At this time, the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Federal Grants Manager may determine that the change is minor in scope and no further action is needed. If the requested change is more substantial, the project sponsor will be asked to provide a written description of the proposed scope change and a map or schematics showing how the proposed scope change affects the project.
2. Upon this submittal, the TAB Coordinator will consult with the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Grants Manager to discuss the extent of the changes and whether the scope change will require a formal scope change request. The TAB Coordinator will contact the project sponsor and inform them whether the proposed modification can be accomplished administratively or whether it will trigger a formal scope change request and/or TIP amendment¹ request.
3. For a formal scope change request, the project sponsor must provide data on the revised project scope to the TAB Coordinator, including a complete project description; location map; project layout, sketches, or schematics; and a discussion of project benefits being retained, gained, or lost. Applicants must provide a cost breakdown of the TAB-eligible items proposed for removal and addition (in the year of costs used in the original application) using the attached project cost worksheet. Failure to do so can result in the request not being included on the TAC Funding & Programming Committee's agenda.
4. Council staff and will conduct an analysis of the requested change, including the background information provided by the project sponsor for consideration by the TAC Funding & Programming Committee. The Committee will discuss the staff analysis and recommend one the following to TAC and TAB (see detailed sections below and on the following page about determining scope change and federal funding amount recommendations):
 - Approval of the scope change as requested;
 - Approval of the scope change request with modifications to the scope and/or a recommended reduction of federal funds; or
 - Denial of the requested change

Determining the Scope Change Approval Recommendation

To determine whether the scope change request should be approved, the TAC Funding & Programming Committee will discuss the merits of the proposed changes and weigh the overall

¹ A TIP amendment request is only required to accompany a scope change request if the project is in the current fiscal year and either the project description changes in the TIP, the project termini change by 0.3-mile or greater, or the funding amount changes enough to meet federal TIP amendment thresholds.

benefits or reduction of benefits to the region. Council staff will provide a written analysis regarding the potential impacts of the proposed changes. The affected scoring measures, except for cost-effectiveness (any cost increases are paid for by the local agency and not federal funds), will be analyzed by Council staff to determine if each sub-score would have likely increased, decreased, or stayed the same with the scope change (a precise rescoring of the application is not possible since applications were scored against each other at a specific moment in time). Council staff will then evaluate whether the total score would have likely increased, decreased, or stayed roughly the same based on the summation of the sub-score changes. This relative change in the total score will be compared to the scoring gap between the project's original score and the highest unfunded project in the same application category. The TAC Funding & Programming Committee may consider recommending denial of the scope change request if it is clear that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been undoubtedly below the funding line). Council staff may confirm their findings with the original scorer of the measure and/or request additional information of the applicant, if necessary. Project sponsor must attend TAC Funding & Programming, TAC, and TAB meetings, where the item is on the agenda.

Determining the Federal Funding Amount Recommendation

To determine whether federal funds should be recommended to be removed from a project, Council staff will assess the project elements being reduced or removed and provide this information to the TAC Funding & Programming Committee. While adding eligible project elements is permitted, federal funds cannot be shifted away from any removed elements to new project elements unless the removed elements are being done as part of some other programmed project. Federal funds cannot be added to a project beyond the original award.

Applicants must provide a revised cost estimate including a cost breakdown of the items proposed for removal using the attached project cost worksheet. Any removed or added items should use the costs in the year requested in the original application instead of the year of construction costs. Regional Solicitation projects must continue to maintain at least a 20% non-federal match, while HSIP projects must continue to maintain at least a 10% non-federal match.

Staff may recommend funding reduction options, if applicable, based on the federal share of the cost of the project elements being removed or the proportionate reduction of project benefits in cases in which that is discernable (e.g., number of parking spaces or length of sidewalk) and/or another method developed by staff or the TAC Funding & Programming Committee. A recommendation will move from TAC Funding & Programming Committee to the TAC and TAB for approval. If applicable, a TIP amendment request will also be moved for approval through the Metropolitan Council.

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	
Application Funding Category	
HSIP Solicitation?	Yes No
Application Total Project Cost	
Federal Award	
Application Federal Percentage of Total Project Cost	

Project Elements Being Removed:

	Original Application Cost

New Project Elements:

	Cost (Based on Year of Costs in Original Application)

ACTION TRANSMITTAL No. 2019-32

DATE: June 12, 2019

TO: TAC Funding & Programming Committee

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

SUBJECT: 2020-2023 TIP Amendment: Hennepin County CSAH 81 Bridge Replacement

REQUESTED ACTION: Hennepin County requests an amendment to the 2020-2023 Transportation Improvement Program (TIP) to add to the project scope and cost for its CSAH 81 bridge replacement project (SP 027-681-038).

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment into the 2020-2023 TIP to add to the project scope and cost for Hennepin County's CSAH 81 bridge replacement project (SP 027-681-038).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed to increase the project's scope and total cost. The increased scope will add the replacement of a third bridge (on-ramp from Lowry Ave to northbound CSAH 81, #27006), which is immediately adjacent to northbound and southbound CSAH 81 (#27007 & #27008). The amendment will also relocate trail connections within the project limits and reconfigure the intersection of Theodore Wirth Parkway/Victory Memorial Parkway/Oakdale Ave/Lowry Ave that is under the three structures. The expanded scope results in a cost increase of \$2,250,000, all of which will be provided by Hennepin County.

The project was funded with Surface Transportation Block Grant (STBG) Program funds (and local match) as part of the 2016 Regional Solicitation.

Because this project is going to be let in 2020, it needs to be included in the 2020-2023 TIP. The 2020-2023 TIP is scheduled to be approved by the Metropolitan Council on September 25, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2020-2023 TIP, it will not be official until after that approval is granted.

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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019 with FHWA/FTA conformity determination established on May

9, 2019. Approval of this TIP amendment must be contingent on the approval of the accompanying scope change and approval of the 2020-2023 TIP by the United States Department of Transportation (USDOT) during the fall of 2019. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. The 2020-2023 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.

ROUTING

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

Please amend the 2020-2023 Transportation Improvement Program (TIP) to include this project in program year 2020. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	A	D	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
	2021 2020	M	M	CSAH 81	027-681-038	Hennepin County	CSAH 81 over Lowry Ave in Mpls and Robbinsdale – Reconstruction, replace Bridges 27006, 27007 and 27008, and multiuse trail (AC project, payback in FY21)	0.15

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	Bond \$	TH \$	Other \$
BR	Bridge Replacement	STBG	\$15,650,00 \$17,900,000		\$7,000,000			\$8,650,000 \$10,900,000

PROJECT BACKGROUND:

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

This amendment is needed to increase total project cost and increase the project scope. The increased scope will add the replacement of bridge 27006, which is immediately adjacent to 27007 & 27008 and connects west bound Lowry Ave to north bound CSAH 81. The amendment will also relocate trail connections within the project limits and reconfigure the intersection of Theodore Wirth Parkway/Victory Memorial Parkway/Oakdale Ave/Lowry Ave that is under the three structures.

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

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

✓ The additional costs are being funded by Hennepin County. Federal funding remains unchanged.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

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

✓ Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules



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Project Location

West Broadway Avenue Bridges Reconstruction
 Hennepin County, MN
 SP 027-681-038

INFORMATION ITEM

DATE: June 13, 2019
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of Highway Planning and TAC/TAB
Process (651-602-1819)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT: 2020 Regional Solicitation: Technical Changes on Bicycle/Pedestrian
Applications

Attached are Regional Solicitation measures and scoring guidance for the following funding categories: Multiuse Trails and Bicycle Facilities; Pedestrian Facilities; and Safe Routes to School. The text reflects what was used for the 2018 Regional Solicitation, except where changes are tracked. Tracked changes represent potential updates for 2020.

Multiuse Trails and Bicycle Facilities

Measure 2B: Snow and Ice Control

In 2018, this measure read: “Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage.” This led to confusion over whether certain actions qualified as confirmation. After meeting with the Funding & Programming Committee in May, staff has proposed language requiring a resolution be made by applicants stating that they will maintain the trails being applied for year-round. See page 8. Note also that it was suggested during the June 5, 2019 Technical Advisory Committee (TAC) meeting that this become a qualifying criterion.

Measure 4A: Gaps and Barriers

The Council recently updated its [Regional Bicycle Barriers Study \(RBBS\)](#). Additionally, the Transportation Policy Plan (2018 update) defined regional bicycle barrier crossing areas and Major River Bicycle Barrier Crossings established them as a “high priority for federal transportation funds.” Discussion of two possible alternatives for incorporating these new regional designations into Measure 4A of the 2020 Regional Solicitation is shown on page 3.

Maximum Federal Award

Currently, the maximum federal award for Multiuse Trails and Bicycle Facilities is \$5.5 million. Over time, various lower amounts have been suggested. Below is some data related to federal requests in the 2018 Regional Solicitation:

- Average federal request: \$2,401,510
- Average for bridge/underpass projects: \$2,891,157. Seventeen projects ranging from \$480,000 to \$5.5 million
- Average federal request not including anything \$5M or over: \$1,666,352. Thirty-two projects.

Table 1 below shows how many rejects in the category would likely have been funded with various reduced maximum. This assumes all additional projects would have been awarded in

this category; note that it is possible this would have led to increased funding in the Safe Routes to School and/or Pedestrian Facilities category.

Table 1: Number of Funded Projects by Federal Amount

	Applicant	Project Name	Fed Request	Score
1	St Paul	Kellogg Boulevard Capital City Bikeway Phase I	\$5,312,000	932
2	Hennepin Co	University Ave and 4th St SE Protected Bikeways	\$5,500,000	858
3	Hennepin Co	Hennepin Ave and 1st Ave NE Bicycle and Ped Facilities	\$5,500,000	854
4	St Paul	Fish Hatchery Trail Stabilization and Reconstruction	\$2,216,800	819
5	Dakota Co	North Creek Greenway in Lakeville and Farmington	\$480,000	814
6	Fridley	Fridley 7th Street and 57th Ave Trail Connections	\$516,120	801
7	Hennepin Co	Midtown Greenway Accessible Connections	\$1,120,000	795
8	Dakota Co	CSAH 42 Multiuse Trail and Crossing in Apple Valley	\$1,256,000	795
9	Dakota Co	Minnesota River Greenway in Eagan	\$3,508,000	794
10	Scott County	CSAH 17 Bicycle and Pedestrian Bridge over US 169	\$950,080	786
11	Washington Co	CSAH 38 Multi-Use Trail in Washington County	\$460,800	783
12	Ramsey Co	Bruce Vento Regional Trail Extension in Ramsey County	\$4,026,278	782
13	Apple Valley	Apple Valley Johnny Cake Ridge Road Trail	\$515,484	777
14	St Paul	Sam Morgan Regional Trail Segment 1 Reconstruction	\$1,877,600	776
15	Inver Grove Hts	Inver Grove Heights Babcock Trail	\$300,160	769
16	Hennepin Co	Bass Lake Road Multi-Use Trail in Crystal	\$457,220	762
17	Hennepin Co	Bottineau Boulevard Multi-Use Trail	\$1,562,348	759
18	Ramsey (City)	Regional Mississippi Skyway Multiuse Trail Bridge	\$3,240,000	756
19	Chaska	Circle the Brick Trail Connection in Chaska	\$1,197,792	750
20	Three Rivers PD	Bassett Creek Regional Trail in Golden Valley	\$1,635,600	749

Actual funded projects: 11.	\$26,819,800
\$5M Max: 11 Funded Projects	\$26,819,800
\$4M Max: 13 Funded Projects	\$27,023,284
\$3.5M Max: 14 funded projects	\$26,892,884
\$2M Max: 20 Funded Projects	\$26,329,204

Pedestrian Facilities

No major changes proposed.

Safe Routes to School

Criterion 1: Relationship between Safe Routes to School Program Elements

Currently, this criterion consists of one measure: Describe how project addresses the 5 E's of SRTS program. Each of the five E's is worth up to 50 points, for a total of 250 points. The 5 E's are engineering, education, enforcement, encouragement, and evaluation.

In discussion with MnDOT Safe Routes to School staff, it was suggested that points could be awarded for completion of a Safe Routes to School Plan. Staff therefore offers for consideration of awarding 50 points to applicants that have completed plans. This would reduce the existing measure to 200 points (i.e., 40 points for each “E”). This is shown on page 33.

Measure 2B: Student Population

The measure reads: “Student population within one mile of the elementary school, middle school, or high school served by the project.” In 2018, applicants interpreted this in various ways:

- Students at the school(s) in question
- Children in the age group of the school(s) in question
- Children between 5 and 18 years old
- All children below 18 years old.

The inconsistency was not able to be reconciled during the scoring period and the measure was therefore eliminated from the point total.

MnDOT Safe Routes to School staff expressed the sentiment that the intent of the program is to serve the students at the school, as opposed to the general population near the school. That staff member also stated that applicants should be able to get data from the schools. Therefore, Council staff suggests that the measure change to: “Population of enrolled students within one mile of the elementary school, middle school, or high school served by the project. Enrollment data from the impacted school(s) should be used in this response.” This is reflected on page 34.

MnDOT Safe Routes to School staff also suggested the possibility of taking “busing boundaries” (i.e., the minimum distance students should live from the school in order to be eligible for bus service). This has the potential to be a complicating factor to the score. This is not reflected in the attachment, but could be added if members wish.

Multi-Use Trails and Bicycle Facilities
Criterion 4.A.: Gaps and Barriers Handout

2018 Regional Solicitation Scoring Breakdown (100 points)

Qualitative assessment of project narrative explaining how improvement:

- “Closes a transportation network gap (on regional or local network) and/or provides a facility that crosses or circumvents a physical barrier.” (0 to 90 pts)
- “Improves continuity and/or connections between jurisdictions” (0 to 10 pts)

Option A: “Sum of Two Parts” (100 points)

Part 1: Bike Network Gaps and Physical Barriers

Qualitative assessment of project narrative (0 to 50 pts)

Part 2 (NEW): Regional Bike Barrier Crossings

Quantitative assignment of (50 pts):

- **Tier 1** Regional Bicycle Barrier Crossing Improvement Areas & Major River Bike Barrier Crossings = 50 pts
- **Tier 2** Regional Bicycle Barrier Crossing Improvement Areas = 30 pts
- **Tier 3** Regional Bicycle Barrier Crossing Improvement Areas = 20 pts
- **Multi-barrier** crossings = + 10 pts
- **Non-tiered** regional bicycle barrier crossings = 5 pts

Option B: “Regional Barriers with Scaled Ranges” (100 points)

(NEW) Qualitative assessment of project narrative and regional bicycle barrier crossings assigned within scaled score ranges, as follows:

- **Tier 1** Regional Bicycle Barrier Crossing Improvement Areas and Major River Bike Barrier Crossing projects 75 to 100 pts
- **Tier 2** Regional Bicycle Barrier Crossing Improvement Areas projects 60 to 80 pts
- **Tier 3** Regional Bicycle Barrier Crossing Improvement Areas projects 50 to 70 pts
- **Projects that don’t cross regional barriers:** 0 to 60 pts

Additional considerations for regional barrier crossing projects:

- **Multi-barrier** crossing projects (i.e., crossing multiple, closely-spaced barriers)
- **Non-tiered** regional bicycle barrier crossings (i.e., outside of Regional Bicycle Barrier Crossing Improvement Areas)

Scoring Options Summary

Project Category	OPTION A: "Sum of Two Parts"			Option B: "Scaled Ranges"
	Qualitative Part 1 Score	Quantitative Part 2 Score	Total Score	
Tier 1 Regional Bicycle Barrier Crossing Improvement Areas & Major River Bike Barrier Crossings	0 - 50	50	50 - 100	75 - 100
Tier 2 Regional Bicycle Barrier Crossing Improvement Areas	0 - 50	30	30 - 80	60 - 80
Tier 3 Regional Bicycle Barrier Crossing Improvement Areas	0 - 50	20	20 - 70	50 - 70
Projects not Crossing Regional Barriers	0 - 50	0	0 - 50	0 - 60

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

June 10, 2019

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

Examples of Multiuse Trail and Bicycle Facility Projects:

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

Scoring:

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

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 "Project to RBTN Orientation" map generated at the beginning of the application process. Draw the proposed trail on the map.

RESPONSE (Select one, based on the "Project to RBTN Orientation" 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)

Upload the "Project to RBTN Orientation" map used for this measure.

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 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.

RESPONSE (Data from the “Population Summary” map):

- Existing Population within 1 Mile (Integer Only, 75 Points): _____
- Existing Employment within 1 Mile (Integer Only, 75 points): _____

Upload the “Population Summary” map used for this measure.

SCORING GUIDANCE (150 Points)

The applicant with highest population will receive the full 75 points, as will the applicant with the highest number of jobs. Remaining projects will receive a proportionate share of the full points for population and jobs, respectively. As an example for population, projects will score equal to the existing population within 1 mile of the project being scored divided by the project with the highest population within 1 mile multiplied by the maximum points available for the measure (75). For example, if the application being scored had 1,000 people within 1 mile and the top project had 1,500 people, this applicant would receive $(1,000/1,500)*75$ points or 50 points.

- Existing population: 75 Points
- Existing employment: 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 150 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 140 points, this applicant would receive $(80/140)*150$ points or 86 points.

B. *MEASURE*: Confirm that the applicant ~~and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage~~ will remove snow and ice from the proposed trail so that it can be used year-round for bicycling and walking. Confirmation must come in the form of a resolution letter by the agency that would be responsible for trail maintenance and upkeep.

RESPONSE:

- ~~Maintenance plan or policy for snow removal for year-round use~~ Resolution Letter that the trail will be maintained for year-round bicycle and pedestrian use (50 Points): _____
- No resolution that the trail will be maintained ~~maintenance plan or policy for snow removal~~ for year-round bicycle and pedestrian use (0 Points): _____

Include a ~~link to and/or description of maintenance plan language. You may also upload a PDF of the maintenance plan if no link is available~~ copy of the resolution letter.

Multiuse Trails and Bicycle Facilities

SCORING GUIDANCE (50 Points)

Applicants that have resolved to ~~policy language that~~ commits to year-round usage by controlling snow and ice on ~~from~~ trails will receive 50 points. Those who do not will receive zero points.

3. Equity and Housing Performance (120 Points) – This criterion addresses the [Council’s role in advancing equity](#) by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Economic Conditions” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. Geographic proximity alone is not sufficient to receive the full points. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (30 Points)

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

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

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

1. (0 to 3 points) A successful project is one that has actively engaged in low-income populations, people of color, children, persons with disabilities, and the elderly during the project’s development with the intent to limit negative impacts on them and, at the same time, provide the most benefits. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

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

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

Multiuse Trails and Bicycle Facilities

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

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

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

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

SCORING GUIDANCE (50 Points)

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of points. In this case, the highest-scoring application for this measure will be adjusted to receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*50$ points or 25 points. Note also that it is possible to score negative points on this measure.

Multiuse Trails and Bicycle Facilities

B. MEASURE: Metropolitan Council staff will award points to the project based on the ~~2017~~ 2019 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.

RESPONSE:

- City/Township: _____ (*Cities and Townships entered by applicant*)
- Length of Segment within each City/Township: _____
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2017~~ 2019 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)

NOTE: THIS MEASURE WILL SHOW TRACKED CHANGES FOLLOWING DISCUSSION AT THE JUNE 20 FUNDING AND PROGRAMMING COMMITTEE MEETING

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)

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 most meets the intent of each the criteria will receive the maximum points (e.g., 90 points for the project that best overcomes a gap or barrier). Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

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

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

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

SCORING GUIDANCE (150 Points)

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

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportional share between 76 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): 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 (400 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. 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. 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):

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

1) Layout (30 Percent of Points)

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

Anticipated date or date of completion: _____

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

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

Project is located on an identified historic bridge:

3) Right-of-Way (30 Percent of Points)

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 25% Right-of-way, permanent or temporary easements required, parcels identified
- 0% Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

4) Railroad Involvement (20 Percent of Points)

100% No railroad involvement on project or railroad Right-of-Way agreement is executed
(include signature page, if applicable)

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

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

Anticipated date or date of executed Agreement _____

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).

- Cost effectiveness = 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): _____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

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

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

May 29, 2018

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

Examples of Pedestrian Facility Projects:

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

Scoring:

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

1. Role in the Regional Transportation System and Economy (150 Points) - This criterion measures the regional significance of the project, including the project’s connections to jobs, Educational Institutions, 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.

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: _____

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

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 will be included in the analysis.

In the case of multiple project locations, the employment and post-secondary enrollments around each length or point will be added together.

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.

RESPONSE (Data from the “Population Summary” map):

- Existing Population Within One-Half Mile: _____

Upload the “Population Summary” map used for this measure.

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.

Pedestrian Facilities

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.

In the case of multiple project locations, population around each length or point will be added together.

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-Economic Conditions” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. Geographic proximity alone is not sufficient to receive the full points. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (30 Points)

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

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

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

1. (0 to 3 points) A successful project is one that has actively engaged in low-income populations, people of color, children, persons with disabilities, and the elderly during the project’s development with the intent to limit negative impacts on them and, at the same time, provide the most benefits. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

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

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

Pedestrian Facilities

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

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

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

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

SCORING GUIDANCE (50 Points)

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of points. In this case, the highest-scoring application for this measure will be adjusted to receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*50$ points or 25 points. Note also that it is possible to score negative points on this measure.

B. MEASURE: Metropolitan Council staff will award points to the project based on the ~~2017~~ 2019 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 or population 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:

- City/Township: _____
- Length of Segment within each City/Township: _____
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2017~~ 2019 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 “Project to RBTN Orientation” 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):

Upload the “Project to RBTN Orientation” map.

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~~ the latest available 10-year period. 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 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 180 points. The other projects in this category will receive a proportional share between 101 and 180 points (i.e., a project that reduces one-half of the crashes of the top project would receive 150 points): 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) - 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.

~~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. 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. 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):

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

1) Layout (30 Percent of Points)

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

Anticipated date or date of completion: _____

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

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

Project is located on an identified historic bridge:

3) Right-of-Way (30 Percent of Points)

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 25% Right-of-way, permanent or temporary easements required, parcels identified
- 0% Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

4) Railroad Involvement (20 Percent of Points)

100% No railroad involvement on project or railroad Right-of-Way agreement is executed
(include signature page, if applicable)

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

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

Anticipated date or date of executed Agreement _____

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 (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).

- Cost effectiveness = 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): _____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

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 proportional 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

Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

June 10, 2019

Definition: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site.

Examples of Safe Routes to School Infrastructure Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Relationship between Safe Routes to School Program Elements	250	23%
Measure A - Describe how project addresses 5 Es* of SRTS program	250 150	
Measure B - Completion of Safe Routes to School Plan	100	
2. Potential Usage	250	23%
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
3. Equity and Housing Performance	120	11%
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
4. Deficiencies and Safety	250	23%
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety or security addressed	150	
5. Public Engagement/Risk Assessment	130	12%
Measure A - Public engagement process	45	
Measure B - Risk Assessment Form	85	
6. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

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

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 Es).

- 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.
- **Education** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- **Enforcement** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of the schools (this includes enforcement of speeds, yielding to pedestrians, and proper walking and bicycling behaviors) and initiating community enforcements such as a crossing guard program.
- **Encouragement** - Using events and activities to promote walking and bicycling.
- **Evaluation** - Monitoring and documenting outcomes and trends through the collection of data before and after the project(s).

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

SCORING GUIDANCE (250-200 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 Es 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~~30 Points
- Education: 0-~~50~~30 Points
- Enforcement: 0-~~50~~30 Points
- Encouragement: 0-~~50~~30 Points
- Evaluation: 0-~~50~~30 Points

The highest-scoring application for this measure will be adjusted to receive the full ~~250~~150 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 $(100/200) * \del{250} \u{150}$ points or ~~125~~75 points.

B. MEASURE: Confirm that the applicant is working with a school(s) that has completed a Safe Routes to School Plan.

RESPONSE:

- All school(s) served by the project have a Safe Routes to School Plan (100 Points):
- At least one school involved in the project does not have a Safe Routes to School Plan, but at least one school involved in the project has a Safe Route to School Plan (50 Points):
- No school involved in the project has a Safe Route to School Plan (0 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:* Population of enrolled students ~~Student population~~ within one mile of the elementary school, middle school, or high school served by the project. Enrollment data from the impacted school(s) must be used in this response.

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-Economic Conditions” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. Geographic proximity alone is not sufficient to receive the full points. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (30 Points)

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

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

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

1. (0 to 3 points) A successful project is one that has actively engaged in low-income populations, people of color, children, persons with disabilities, and the elderly during the project’s development with the intent to limit negative impacts on them and, at the same time, provide the most benefits. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

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

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

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

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

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

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

SCORING GUIDANCE (50 Points)

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

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

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

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of points. In this case, the highest-scoring application for this measure will be adjusted to receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*50$ points or 25 points. Note also that it is possible to score negative points on this measure.

B.C. MEASURE: Metropolitan Council staff will award points to the project based on the 2017-2019 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 or population of the project in each jurisdiction.

RESPONSE (:

- City/Township: _____
- Length of Segment within each City/Township: _____
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

The applicant with the highest 2017-2019 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 “Project to RBTN Orientation” 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):

Upload the “Project to RBTN Orientation” map.

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 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~~ the latest available 10-year period. 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 points as demonstrated below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place each project into one of the two categories below based on whether or not 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 will 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 76 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 113 points): 76 to 150 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. Note, the applicant must still demonstrate 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 75 points while other projects will receive a portion of the 75 points based on the quality of the project and response: 0 to 75 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 or transit vehicle purchases.

1) Layout (30 Percent of Points)

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

Anticipated date or date of completion: _____

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

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

Project is located on an identified historic bridge:

3) Right-of-Way (30 Percent of Points)

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 25% Right-of-way, permanent or temporary easements required, parcels identified
- 0% Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

4) Railroad Involvement (20 Percent of Points)

- 100% No railroad involvement on project or railroad Right-of-Way agreement is executed **(include signature page, if applicable)**
- 50% Railroad Right-of-Way Agreement required; negotiations have begun
- 0% Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

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 $(40/70)*85$ points or 49 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).
- Cost effectiveness = 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): _____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

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 $(.00025/.0005) \times 100$ 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