MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday | August 22, 2019
Room LLA | 1:30 PM

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

July 18, 2019, meeting of the Funding & Programming Committee*

IV TAB REPORT

V. BUSINESS

1. 2019-37: Scope Change request for Scott County's CSAH 2 and CSAH 91 Roundabout*

2. 2019-38: 2020-2023 TIP Amendment Request for Scott County's CSAH 2 and CSAH 91 Roundabout*

3. 2019-39: 2020 Regional Solicitation: Funding Categories

4. 2019-40: 2020 Regional Solicitation: Modal Funding Ranges

5. 2019-41: 2020 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts and Inflation Factor

6. 2019-42: 2020 Regional Solicitation: Weighting of Criteria and Measures*

7. 2019-43: 2020 Regional Solicitation Application Categories*

8. 2019-44: 2020 Regional Solicitation Policies, Qualifying criteria, and Project Eligibility*

9. 2019-45: 2020 Regional Solicitation: Guaranteed Funding

10. 2019-46: 2020 Regional Solicitation Release for Public Comment*

11. 2019-47: 2020 Highway Safety Improvement Program (HSIP) Application for Release for Public Comment*

VI. INFORMATION

IX. ADJOURNMENT

* Additional materials included for items on published agenda.

Full Packet

METROPOLITAN COUNCIL

Minutes of the
REGULAR MEETING OF THE TAC FUNDING & PROGRAMING COMMITTEE
Thursday, July 18, 2019

Committee Members Present: Paul Oehme (Chair, Chanhassen), Lyndon Robjent (Carver County), Jason Pieper (Hennepin County), Brian Isaacson (Ramsey County), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Steve Peterson (Metropolitan Council), Adam Harrington (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Innocent Eyoh (MPCA), Jen Lehmann (MVTA), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley), Jenifer Hager (Minneapolis), Anne Weber (St. Paul)

Committee Members Absent: Joe MacPherson (Anoka County), John Sass (Dakota County), Mackenzie Turner Bargen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Karl Keel (Bloomington), Ken Ashfeld (Maple Grove), Michael Thompson (Plymouth)

I. CALL TO ORDER
A quorum being present, Committee Chair Oehme Thompson called the regular meeting of the Funding & Programming Committee to order at 1:35 p.m. on Thursday, July 18, 2019.

II. APPROVAL OF AGENDA
It was moved by Eyoh and seconded by Pieper to approve the agenda. **Motion carried unanimously**.

III. APPROVAL OF MINUTES
It was moved and seconded to approve the minutes of the June 20, 2019, regular meeting of the Funding & Programming Committee. **Motion carried unanimously**.

IV. TAB REPORT
Koutsoukos reported on the July 17, 2019, TAB meeting and on recent Regional Solicitation Policy Work Group meetings.

V. BUSINESS

VI. INFORMATION
1. Overview of Transit/TDM, Introduction, Qualifying, and Forms Changes

   Barbeau stated that with the exception of transit changes being considered by the Regional Solicitation Policy Work Group, no key changes are current proposed in the Transit and Travel Demand Management (TDM) categories.

   Koutsoukos asked why the ADA transit plan requirement requires the plan be adopted instead of completed. Hager said that “completed” makes more sense because some analysis does not go through policy boards. Members generally agreed to using “completed.”

   Koutsoukos asked why the year-round usage qualification does not mention snow and ice removal. Members generally agreed to add that to the language. Eyoh asked how salt application is addressed. Members agreed that including a link to best practices makes sense.

   Barbeau said that at its July 17, 2019, meeting TAB talked at length about the maximum federal contribution in the Multiuse Trails and Bicycle Facilities category. There was sentiment toward increasing the maximum and decreasing the maximum from various members. TAB also asked

METROPOLITAN COUNCIL

staff to work with the technical committees on ways to fund high-cost projects and still enable the funding of a large number of low-cost projects. Staff brought ideas for allowing different federal funding maximums for projects with and without barriers along with allowing different maximums for large and small projects. Funding & Programming Committee members expressed concerns that this might not be effective and that skipping higher-scoring projects may come into play. Members also suggested that the proposed $4 million maximum is not likely to be effective in significantly increasing the number of projects funded.

2. Roadway Applications

   Peterson provided an update on roadways changes, which include a pedestrian safety measure in the proposed new Spot Mobility and Safety category, along with Strategic Capacity and Reconstruction and Modernization. Another key change is adding a qualitative outreach component in the risk assessment. Members expressed concern with consistency in scoring that element. Weber asked whether the requirement that a project be included in a local plan covers that. The group favored a checkbox-based sub-measure that confirms outreach to agencies and residents.

3. Highway Safety Improvement Program (HSIP) Draft Application

   Peterson and Kaare Festvog, MnDOT, provided an update on the Highway Safety Improvement Program draft application. Noteworthy changes include:
   - Increasing the federal maximum award $1.8 million to $2.0 million.
   - Eliminating the maximum total project cost of $2 million.
   - Removing the reactive project and proactive project targets.
   - Reflective of the Regional Solicitation, completion of an ADA transition plan is shown as a qualifying criterion.
   - For reactive projects, the number of fatal and serious injury crashes will be provided for 2009-2018.
   - Shoulders beyond two feet in width can be provided, though any width beyond two feet cannot be paid for with federal funds.

   Brown said that for unique projects, there should be assurance that projects are eligible.

VII. OTHER BUSINESS

1. Scheduling of August Funding & Programming Meeting

   Barbeau said that the August 15 meeting would be out of sequence by coming six days before TAB. Members agreed to move the meeting to August 22.

VIII. ADJOURNMENT

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

Joe Barbeau
Recording Secretary

ACTION TRANSMITTAL No. 2019-37

DATE:	August 2, 2019
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	Scope Change Request for Scott County's CSAH 2 and CSAH 91 Roundabout
REQUESTED ACTION:	Scott County requests a scope change for its CSAH 2 and CSAH 91 roundabout project (SP # 070-602-022) to modify the roundabout's geometry and revise adjacent trail connections.
RECOMMENDED ACTION:	That the TAC Funding & Programming Committee recommend to TAC approval of Scott County's requested to change the scope of its CSAH 2 and CSAH 91 roundabout project (SP # 070-602-022) to revise adjacent trail connections and allow the HSIP funds to be used on new project elements.

BACKGROUND AND PURPOSE OF ACTION: The City of Elko New Market was awarded $1,792,800 in Highway Safety Improvement Program (HSIP) funds for the 2020 as part of the 2016 HSIP solicitation. The award, now managed by Scott County, was to fund a roundabout at the intersection of County State Aid Highway (CSAH 2) and CSAH 91. The scope consists of an unbalanced (2-lane by 1-lane) roundabout with pedestrian connections.

During project development, the City decided to include additional off-road pedestrian trails, meant to close existing gaps in the network and perpetuate existing trail connections currently entering the roundabout.

Scott County is proposing a scope that would include modifications to the roundabout (not subject to a formal scope change) and additional trails. In summary:

- Multi-Use Trail Revisions
  - Extend the existing off-street pedestrian facilities north from Aaron drive to the intersection.
  - Add off-street pedestrian facility along CSAH 2 from CSAH 91 to France Avenue.
- Decorative Lighting
  - Decorative lighting would be added along the south side of CSAH 2 from CSAH 91 to Downtown Elko New Market, west of the CSAH 2/91 intersection. It is understood that all lighting improvements beyond that required for the roundabout are non-participating items.

The original cost estimate, including local match, was $1,992,000. The revised cost estimate is $2,839,000. Additional costs would be entirely covered with local funds.

The applicant requests that the new elements be able to receive federal funds provided through the HSIP program.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional 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. Additionally, any federally funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. 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: This project was funded as a "reactive" safety project in the 2016 HSIP solicitation, administered by MnDOT. Staff reached out to MnDOT Metro District's HSIP staff, who replied that the project as proposed for scope change likely has increased safety value given the safety impacts of the new trail on bicycle and pedestrians.

Regarding whether federal funds can be used for the new elements, TAB's Scope Change Policy does not provide specific guidance. This request is going through the scope chance process because of the County's request for funds to be use on new elements. It could otherwise be an administrative change. Per the Scope Change Policy, the following would be an administrative change:

> "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."

This likely only becomes an issue if the original project comes under budget. Traditionally, projects coming in under budget have returned their excess funds. However, the applicant is adding project elements that are essential for the project to be a success and that enhance the safety of the intersection for motorized and non-motorized users.

Staff recommends that the scope change be granted. Scott County believes that the project will not come in underbudget, but requests flexibility in using the federal funds on the new scope elements if bids come in underbudget. Staff recommends allowing this request given the nature of the improvements. However, given the lack of clarity in TAB policy, staff requests feedback from the committees on whether federal funds should be able to be used on the new project elements in the case of a project coming in under budget.

Funding: With no elements being removed, there is no need to consider removing any federal funds.

ROUTING

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

SCOTT COUNTY TRANSPORTATION SERVICES DIVISION

HIGHWAY / MOBILITY MANAGEMENT / FLEET
600 COUNTRY TRAIL EAST • JORDAN, MN 55352-9339
(952) 496-8346 • Fax: (952) 496-8365 • www.scottcountymn.gov

LISA J. FREESE
Transportation Services Director

ANTHONY J. WINIECKI
County Engineer

TROY BEAM
Mobility Services & Fleet Manager

July 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. 070-602-022
CSAH 2 at CSAH 91 Roundabout Improvement
Elko New Market, Scott County, Minnesota

Dear Mr. Oehme:

Scott County and the City of Elko New Market respectfully request that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

Background

The intersection of CSAH 2 (Main Street/260th Street E) and CSAH 91 (Natchez Avenue) is a key junction of two County roadways east of downtown Elko New Market. Currently, the intersection serves approximately 13,000 vehicles per day and is expected to be approaching 20,000 vehicles per day in the future. The current side street stop control for CSAH 91 fails to adequately serve traffic during certain times of day. The proposed roundabout is expected to eliminate the risk of right angle crashes (which have been prevalent at the intersection), increase mobility for peak conditions and future growth, and provide safer pedestrian connections and crossing for both corridors. The proposed project intends to provide improved conditions both locally to residents of Elko New Market as well as regionally to the greater Scott County system.

Highway Safety Improvement Program Funding

In 2016, the City of Elko New Market applied for and was selected to receive Highway Safety Improvement Program (HSIP) funds for construction of a roundabout at the intersection of CSAH 2 and CSAH 91. The scope of the project included an unbalanced (2x1) roundabout with pedestrian connections to facilitate movements at the intersection. A map showing the project location, original project limits, and revised concept is provided in attached Project Summary Figure.

Project Development

Following submittal of the HSIP application, the Elko New Market City Council made the decision to further explore and later include additional off-road pedestrian trails along CSAH 2 and CSAH 91. The proposed trail facilities will close existing gaps in the network and perpetuate existing trail connections currently entering the unbalanced roundabout.

Proposed Scope Change

The proposed scope change would include slight modifications to the existing unbalanced roundabout to better accommodate existing and future traffic patterns. In addition to pedestrian facilities proposed in the original concept, additional trail connections are proposed along the east side of CSAH 91 between Aaron Drive and CSAH 2 and along the south side of CSAH 2 between CSAH 91 and France Avenue. Continuous corridor lighting is also proposed between Downtown Elko New Market and the CSAH 2/91 intersection.

Modifications to the proposed roundabout to improve safety and better facilitate existing and future traffic volumes would include:

- *Roundabout Geometry* – The geometry of the proposed roundabout would be revised from that included in the original proposal to better accommodate existing and future traffic volumes and patterns. An exclusive northbound to eastbound channelized free-right turn lane would be included to more safety and efficiently serve the heavy northbound right-turn movement. The proposed design will also include flexibility to expand from the existing unbalanced (2x1) roundabout to a full multi-lane if future traffic dictates. The proposed improvements also lessen pedestrian crossing distances of the west and south legs of the intersection.
- *Approach Geometry* – The eastbound outside lane of CSAH 2 will be restriped from CSAH 91 to a point approximately 2,200 feet west of the intersection. It is no longer needed with the change in geometrics at the roundabout, which now only requires a single lane of entry for the eastbound approach. This modification was approved by the City of Elko New Market and Scott County.

Multi-Use trail revisions would include:

- *CSAH 91 Trail* – Off-street pedestrian facilities are currently provided along CSAH 91 from Glenborough Drive and Aaron Drive but a gap in the network exists between Aaron Drive and CSAH 2. By fulfilling this segment, a continuous trail network would be provided to between the residents of this area and downtown Elko New Market. The proposed connection extends the project from the original southern termini approximately 1,000 south of CSAH 2 to Aaron Drive (~1/4-mile south of CSAH 2).
- *CSAH 2 Trail* – Off-street pedestrian facilities are currently provided along CSAH 2 from downtown Elko New Market to CSAH 91. It picks up again to the east with a north-south connection along France Avenue (CSAH 33) that serves Elko Speedway, Old Elko City Hall Park, and several residential neighborhoods. The CSAH 2 trail proposed with this project links these two existing trail facilities and provides a complete trail network between downtown Elko New Market, CSAH 91-south, and France Avenue. This extends the project from the original roadway tie-down point ~550 feet east of CSAH 91 to France Avenue (~1/2-mile east of CSAH 91).

Continuous corridor lighting would include:

- *Decorative Lighting* – Decorative lighting would be added along the south side of CSAH 2 from CSAH 91 to Downtown Elko New Market, west of the CSAH 2/91 intersection. Downtown lighting may also be included with the project. It is understood that all lighting improvements beyond that required for the roundabout are non-participating items.

Funding

Please see Attachment 1: Funding Data for Change Request which captures the original application funding amount and addition of off-road trail costs and continuous corridor lighting.

The overall project cost is estimated at $2,839,000 which is significantly higher than the federal funding amount. A summary of the overall project cost is provided below.

Federal Funding Amount in STIP	$1,792,800
Estimated Project Cost	$2,839,000
Project Cost to be Covered by Local Funds	$1,046,200

Summary

With the modified scope described herein, the project goal of providing an intersection improvement to remedy crash and operations concerns at the intersection is still met. The additional trail connections proposed along CSAH 2 and CSAH 91 and continuous corridor lighting are intended to more safely serve pedestrians walking along both corridors. If you have any questions or require additional information, please contact me at 952-496-8346 or twiniecki@co.scott.mn.us.

Sincerely,

Tony Winiecki, P.E.
Scott County Engineer

Cc: Tom Terry, City Administrator, City of Elko New Market
Lisa Daniels, MnDOT Federal Aid Project Manager
Colleen Brown, Federal Aid Program Coordinator

Attachments: (1) Funding Data for Scope Change Request
(2) Project Summary Figure

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	2016
Application Funding Category	HSIP - Reactive
HSIP Solicitation?	Yes (circled) No
Application Total Project Cost	$1,992,000
Federal Award	$1,792,800
Application Federal Percentage of Total Project Cost	90%

Project Elements Being Removed:

	Original Application Cost
No Elements Will Be Removed From The Original Project	N/A

New Project Elements:

	Cost (Based on Year of Costs in Original Application)
CSAH 2 Pavement Markings	$5,000
CSAH 2 Trail	$126,000
CSAH 91 Trail	$89,000
Continuous Corridor Lighting	$434,000
Total	$654,000

H:\ELNM\T43115114\CAD\MS\figures\2019-6-7\figure_1.dgn
1:40:53 PM
6/14/2019
bmi.tbl
pdf-color.pltcfg
alexma

BOLTON & MENK

CSAH 2 - CSAH 91 ROUNDABOUT
PROJECT LIMITS

ACTION TRANSMITTAL No. 2019-38

DATE:	August 2, 2019
TO:	TAC Funding & Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	2020-2023 TIP Amendment: Scott County CSAH 2/CSAH 91 Roundabout
REQUESTED ACTION:	Scott County requests an amendment to the 2020-2023 Transportation Improvement Program (TIP) to modify the geometry and trail connections for its CSAH 2/CSAH 91 roundabout project (SP # 070-602-022).
RECOMMENDED MOTION:	That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment to modify the geometry and trail connections for Scott County's CSAH 2/CSAH 91 roundabout project (SP # 070-602-022).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed to reflect a change in project scope and total project cost. The updated project description includes a multi-use trail and lighting.

The project was funded with Highway Safety Improvement Program (HSIP) Program funds (and local match) as part of the 2016 HSIP Solicitation.

This project is included in the draft 2020-2023 TIP, which 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	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description include location, description of all work, & city (if applicable)	Miles
	2020	M	Highway	070-602-022	Scott County	~~CSAH 2 at CSAH 91 in Elko-New Market – Construct multi-lane roundabout~~ CSAH 2 from Webster St. to France Avenue and CSAH 91 from 0.27 Mi S. of CSAH 2 to 0.1 Mi. N. of CSAH 2; construct roundabout; multi-use trail and lighting in Elko New Market.	~~0~~ 1.03

Prog	Type of Work	Prop Funds	Total $	FHWA $	AC $	FTA $	TH $	OTHER $
SH	Roundabout	HSIP	~~$2,151,360~~ $2,839,000	$1,792,800	-	-	-	~~$358,560~~ $1,046,200

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 reflect a change in project scope and total project cost.

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 ∗

∗Scott County is responsible for the additional costs. No additional federal funds are being added to the project. Therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 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 E-1 (Intersection channelization projects) per Section 93.126 of the Conformity Rules

ACTION TRANSMITTAL No. 2019-39

DATE:	August 12, 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: Funding Categories
REQUESTED ACTION:	Approval of the funding categories for the 2020 Regional Solicitation.
RECOMMENDED MOTION:	That TAC Funding and Programming recommend to TAC the weighting of the criteria and measures for the 2020 approval of 12 funding categories.

BACKGROUND AND PURPOSE OF ACTION: In 2014, the Regional Solicitation was modified to include ten funding categories. While a few names of the categories have changed to better-reflect the Transportation Policy Plan (TPP), these categories were used in the 2014, 2016, and 2018 Regional Solicitations. They are:

- Roadways:
  - Traffic Management Technologies (originally titled Roadway System Management)
  - Strategic Capacity (Originally titled Roadway Expansion)
  - Roadway Reconstruction and Modernization
  - Bridges
- Transit and TDM:
  - Transit Expansion
  - Transit Modernization
  - Travel Demand Management (TDM)
- Bicycle and Pedestrian
  - Multiuse Trails and Bicycle Facilities
  - Pedestrian Facilities
  - Safe Routes to School

Three new funding categories are proposed for 2020. First, under the Roadways category, a new “Spot Mobility & Safety” category is proposed. This would focus on lower-cost intersection projects meant to enhance mobility and safety. Examples of project types include at-grade intersection improvements, turn lanes, roundabouts, and reduced conflict intersections that can serve as cost-effective improvements to regional mobility and tie directly to the TPP.

Second, within the Transit modal category, there is a new Bus Rapid Transit (BRT) program. A proposal will be made to TAB on the project(s) to be funded. Between $25M and $28M will be allocated for this program. Along with the BRT program a Transit New Market guarantee was also established to ensure that at least one transit expansion project is funded that serves suburban areas (i.e., Transit Market Areas 3, 4, or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center).

Third, unique projects are proposed as a recognized category with specific funds attached for the first time. Unique projects are defined as projects that do not fit into the established categories. The process of setting aside funding is discussed in item 2019-40.

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

ROUTING

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

ACTION TRANSMITTAL No. 2019-40

DATE:	August 12, 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: Modal Funding Ranges
REQUESTED ACTION:	Approval of funding ranges by mode for the 2020 Regional Solicitation.
RECOMMENDED MOTION:	That TAB adopt the historic funding ranges by mode for the 2020 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: Shown in the table below are funding ranges by mode, represented in both proportionate and total-dollar ranges. The proportionate range is identical to the ranges used in the previous two Regional Solicitations and is reflective of historic distribution since 2003. The total-dollar range reflects these proportions based on the assumed funds available for fiscal years 2024 and 2025.

	Roadways	Transit/TDM	Bike/Ped	Unique*	Total
Modal Funding Levels	Range: 48%-68% $84M-$119M	Range: 22%-32% $39M-$56M	Range: 10%-20% $18M-$35M	2.5% for 2020 $4M-$5M	$180M

*The above percentage ranges reflect the percentage of the total after 2.5% for unique projects is removed for inclusion in the 2022 Regional Solicitation. Amounts shown assume that some level of overprogramming will occur, but TAB will determine the exact amount as part of project selection.

While unique projects were eligible to apply in the past and some have been funded, specific funds were never allocated to this project type. As part of the process to program Regional Solicitation funds in 2020, 2.5% (approximately $4M to $5M) of the available federal funding would be set aside for unique projects, which are defined as projects that do not fit into the established categories. Because unique projects tend to be innovative, the funds will be set aside on a one-cycle delay (as is done for the TDM application category). TAB will first approve a funding level for the Travel Behavior Inventory/Regional Travel Model and then the remaining funds will be considered for any submitted unique projects. TAB may elect to fund unique projects at an amount lower than 2.5%, depending on the amount and quality of the submittals. Details on project selection and eligibility will be worked out prior to the 2022 funding cycle.

Notes on the unique project category:

- The category will not appear until the 2022 Regional Solicitation. Fiscal year 2024 and 2025 funds will be set aside from the 2020 Regional Solicitation for awarding in 2022. This enables a shorter project timeline starting in the 2022 Regional Solicitation.

- The selected modal funding ranges will remain intact following removal of 2.5% of the funds for unique projects.

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

ROUTING

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

ACTION TRANSMITTAL No. 2019-41

DATE:	August 14, 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: Funding Category Minimum and Maximum Funding Amounts and Inflation Factor
REQUESTED ACTION:	Approval of minimum and maximum funding amounts for the 2020 Regional Solicitation.
RECOMMENDED MOTION:	That the TAC Funding & Programming Committee recommend to TAC minimum and maximum funding amounts for the 2020 Regional Solicitation reflective of the 2018 Regional Solicitation with six changes: -a decrease in the Traffic Management Technologies maximum from $7M to $3.5M -a $1M minimum and $3.5M maximum for the new Spot Mobility & Safety category -an increase in the Strategic Capacity (Roadway Expansion) maximum from $7M to $10 M. -an increase in the Transit Modernization minimum from $100,000 to $500,000 -an increase in the TDM minimum from $75,000 to $100,000 -a decrease in the Multiuse Trails and Bicycle Facilities maximum from $5.5M to $4M

BACKGROUND AND PURPOSE OF ACTION: Shown on the following page are the minimum and maximum federal funding amounts used for the 2018 Regional Solicitation.

Traffic Management Technologies reflects a reduced federal maximum in line with the typical size of projects, as does the new Spot Mobility & Safety category.

Strategic Capacity (Roadway Expansion) shows an increased maximum meant to enable key expansion projects to get around 1/3 of the total project cost funded through the Regional Solicitation, particularly for interchange projects.

Transit Modernization and Travel Demand Management show increased minimum awards to assure that funding is not awarded to small projects that would be overwhelmed by the federal process.

Prior to the 2018 Solicitation, TAC recommended reducing the Multiuse Trails and Bicycle Facilities maximum to $3.5M, to enable the funding of more projects. The $5.5M was retained by TAB because larger projects are more effective. A $4M maximum is shown to help fund more projects.

Modal Categories	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Traffic Management Technologies	$250,000	~~$7,000,000~~ **$3,500,000**
	Spot Mobility and Safety	$1,000,000	$3,500,000
	Strategic Capacity	$1,000,000	~~$7,000,000~~ **$10,000,000**
	Roadway Reconstruction/ Modernization	$1,000,000	$7,000,000
	Bridge Rehabilitation/Replacement	$1,000,000	$7,000,000
Transit and TDM Projects	Transit Expansion	$500,000	$7,000,000
	Transit Modernization	~~$100,000~~ **$500,000**	$7,000,000
	Travel Demand Management (TDM)	~~$75,000~~ **$100,000**	$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	$250,000	~~$5,500,000~~ **$4,000,000**
	Pedestrian Facilities	$250,000	$1,000,000
	Safe Routes to School	$150,000	$1,000,000

STAFF ANALYSIS: Staff recommends these changes. Further, staff recommends a determination that inflation not be added to projects selected, consistent with the approach from the last two cycles.

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

ROUTING

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

ACTION TRANSMITTAL No. 2019-42

DATE:	August 8, 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: Weighting of Criteria and Measures
REQUESTED ACTION:	Approval of the weighting of the criteria and measures for the 2020 Regional Solicitation as shown in Attachments 1 through 5.
RECOMMENDED MOTION:	That TAC Funding and Programming recommend to TAC the weighting of the criteria and measures for the 2020 Regional Solicitation as shown in Attachments 1 through 5.

BACKGROUND AND PURPOSE OF ACTION: Each criterion contains measures, the scores for which are determined by TAB following TAC recommendation. Some criteria, measures, and scoring weights are proposed for changes in the 2020 Regional Solicitation. The following list proposes some changes to criteria weights and measure scoring values. Attachment 1 shows the criteria and the proposed weighting thereof for each of the application categories. Attachments 2 through 5 show the proposed changes to the distribution of points within and between the criteria.

Proposed Criteria Weighting Changes:

- The Spot Mobility & Safety is a new category highlighted in item 2019-39. That and the proposed weightings are shown in Attachment 1.
- For the most part, the recommended criteria weightings remain the same as within the 2018 Regional Solicitation. Proposed weighting changes are shown on Attachment 1.
- Several Measures are shown with changes and include:
    - Throughout the Solicitation, Housing Performance Score and Affordable Housing Connection is reduced from 70 points to 50 points to provide 20 more points to the Equity Benefits and Outreach measure.
    - Added Pedestrian Crash Reduction measure to three Roadway applications.
    - Multiuse Trails and Bicycle Facilities shows Measure 2A (Population) at 200 points from 150, absorbing the points previously assigned to the snow and ice control measure, which is now a qualifying criterion.
    - Safe Routes to School added a measure 1B, completion of Safe Routes to School Plans, and assigned it 100 points, reducing the “5 E’s” measure from 250 points to 150 points.

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

ROUTING

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

ATTACHMENT 1: DRAFT CRITERIA WEIGHTING

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

ATTACHMENT 2: ROADWAY MEASURES

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

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

ATTACHMENT 3: TRANSIT MEASURES

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

ATTACHMENT 4: TDM MEASURES

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

ATTACHMENT 5: BIKE / PEDESTRIAN MEASURES

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

ACTION TRANSMITTAL No. 2019-43

DATE:	August 12, 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 Application Categories
REQUESTED ACTION:	Recommend the attached measures and scoring guidance for each application category for the 2020 Regional Solicitation
RECOMMENDED MOTION:	That TAB approve the attached measures and scoring guidance for each application category for the 2020 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. TAB selects projects for funding from two federal programs: the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The attached materials include the application categories, criteria for each category, proposed measures within the criteria, and proposed scoring guidance for the 2020 Regional Solicitation.

Key Changes Proposed:
Proposed Changes to Universal Measures

A. Replacement of Equity "multiplier" with "outreach bonus points." This enables all applicants to score the full points in the category and rewards projects being programmed due to good outreach with key communities with potential "bonus" points (measure 3B in each category, except Spot Mobility & Safety (2B)). This is a result of an extensive process with the Policy Work Group. It is not complete at the time of the agenda posting but will be brought to the meeting.
B. Adjustment of the Housing Performance Score Measure to include an "affordable housing connection) sub-measure. This is a qualitative element meant to enable applicants to share how they use the project to address housing needs. (measure 3B in each category, except Spot Mobility & Safety (2B)). This is a result of an extensive process with the Policy Work Group. It is not complete at the time of the agenda posting but will be brought to the meeting.
C. Addition of a "public involvement" sub-measure to the Risk Assessment Form measure. (Sample on page 18)

Proposed Changes to Roadway Measures

D. Insert a new measure specific to pedestrian safety improvements as part of the safety criterion (Spot Mobility & Safety, Strategic Capacity, and Reconstruction/ Modernization, only; sample on page 30)
E. Incorporation of the Major River Bicycle Barrier Crossings (MRRBCs) into the Multimodal Elements and Connections measure. (page 16)
F. Ability to reduce outside competitive funding secured from the total project cost when determining the cost effectiveness score. (Sample, page 19)

Proposed Changes to Transit Measures:

G. Incorporation of the park-and-ride demand-estimation model into the usage measure (Measure 2) of the Transit Expansion category. (Criterion 2A, page 96)

Proposed Changes to Bicycle/Pedestrian Measures:

H. Incorporation of Major River Bicycle Barriers and Major River Barrier Crossings into the Deficiencies and Safety criterion in Multiuse Trails and Bicycle Facilities (criterion 4A; page 137)
I. Elimination of the snow and ice control measure (Measure 2B) from the Multiuse Trails and Bicycle Facilities category. This has been shifted to the qualifying criteria. The 50 points previously awarded in measure 2B have been shifted to 2A, existing population and employment within 1 mile. (Criterion 2, page 133)
J. Addition of a new measure, completion of safe routes to school plan, to criterion 1 of the Safe Routes to School category (Measure 1B; page 159)
K. Adjustment of Measure 2B, enrolled students, to specify that the number of enrolled students (as opposed to census figures) must be used for the response. (Measure 2B; page 160)

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

ROUTING

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

Traffic Management Technologies (Roadway System Management) – Prioritizing Criteria and Measures

August 22, 2019

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

Examples of Traffic Management Technology Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and peds
- Other emerging ITS technologies
- New/replacement traffic mgmt. centers
- New/replacement traffic communication
- New/replacement CCTV cameras
- New/replacement variable message signs & other info improvements
- Incident management coordination
- Vehicle to Infrastructure Technology

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**175**	**16%**
Measure A - Functional classification of project	50	
Measure B - Regional Truck Corridor Study Tiers	50	
Measure C - Integration within existing traffic management systems	50	
Measure D - Coordination with other agencies	25	
2. Usage	**125**	**11%**
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits~~	~~30~~50	
Measure B - Housing Performance Score / affordable housing connection	~~70~~50	
4. Infrastructure Age	**75**	**7%**
Measure A - Upgrades to obsolete equipment	75	
5. Congestion Reduction/Air Quality	**200**	**18%**
Measure A - Congested roadway	150	
Measure B - Emissions and congestion benefits of project	50	
6. Safety	**200**	**18%**
Measure A - Crashes reduced	50	
Measure B - Safety issues in project area	150	
7. Multimodal Elements and Existing Connections	**50**	**5%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
8. Risk Assessment	**75**	**7%**
Measure A- Risk Assessment Form	75	
9. 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 (175 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, aligns with the Regional Truck Corridor Study, and integrates with existing traffic management systems, and provides coordination across agencies. The project must be located on at least one non-freeway principal arterial or A-minor arterial.

A. *MEASURE:* Reference the functional classification(s) that the project would serve. Investment in a higher functionally-classified roadway (i.e., the principal arterial system) serves a more regional purpose and will result in more points.

RESPONSE (Select one):

- The majority of the project funds will be invested on the principal arterial system: ☐ (50 points)
- The majority of the project funds will be invested on the A-minor arterial system: ☐ (25 points)
- The majority of the project funds will be invested on the collector or local system with some investment either on the principal arterial or A-minor arterial system: ☐ (0 points)

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

B. *MEASURE:* This criterion relies on the results of the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (50 points)

Use the final study report for this measure:

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

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

- The majority of the project funds will be invested on either a Tier 1, Tier 2, or Tier 3 corridor: ☐ (50 Points) Miles (to the nearest 0.1 miles) : _____
- A majority of the project funds will NOT be invested on a Tier 1, Tier 2, or Tier 3 corridor, but at least 10 percent of the funds will be invested on these corridors: ☐ (25 Points) Miles (to the nearest 0.1 miles) : _____
- No project funds will be invested on a Tier 1, Tier 2, or Tier 3 corridor: ☐ (0 Points)

SCORING GUIDANCE (50 Points)

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

C. *MEASURE:* Discuss how the proposed project integrates and/or builds on existing traffic management infrastructure (examples of systems include traffic signal systems, freeway management systems, and incident management systems). (50 Points)

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

SCORING GUIDANCE (50 Points)
The applicant will describe how the project would build on other infrastructure and management systems. Prioritizing projects that complement existing infrastructure and management methods, the scorer will award the full share of points to the project that best builds on other infrastructure and management systems. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative.

D. *MEASURE:* Demonstrate how the project provides or enhances coordination among operational and management systems and/or jurisdictions. (25 points)

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

SCORING GUIDANCE (25 Points)
The project that best provides or enhances coordination among operational and management systems and/or jurisdictions will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

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

A. *MEASURE:* Metropolitan Council staff will calculate the current daily person throughput at one location along the A-minor arterial or non-freeway principal arterial project length using the current average annual daily traffic (AADT) volume and average daily transit ridership. If more than one corridor or location is included in the project, then the applicant should select the corridor where the most investment is being made with the project. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps. Reference the "Transit Connections" map for transit routes along the project. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (85 points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2019~~7~~)

RESPONSE:

- Location:_____
- Current AADT volume:_____
- Existing transit routes at the location noted above:_____

Upload the "Transit Connections" map.

SCORING GUIDANCE (85 Points)
The project with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily person throughput of 1,000 ~~vehicles~~ people and the top project had a daily person throughput of 1,500 people~~vehicles~~, this applicant would receive (1,000/1,500)*85 points or 56 points.

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

RESPONSE:

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

OR

RESPONSE:

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

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

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

A. *MEASURE:* Reference the "Socio-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 (30 Points)

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

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer 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)*30 points or 15 points. Note also that it is possible to score negative points on this measure.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the ~~2017~~ 2019 Housing Performance Score for the city or township in which the project is located along with the project's connection to affordable housing. ~~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 percent of total funds to be spent in each jurisdiction.

Part 1 (40 points): Housing Performance Score

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

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 during scoring as a result.

RESPONSE:

- City/Township: _____
- Funds to be spent within each City/Township:_____
- Percent of total funds to be spent within City/Township: _____*(online calculation)*

Part 2 (10 points): Affordable Housing Connection

Describe any housing development—planning, under construction or constructed since January 1, 2019—with meaningful access to the proposed project. Projects within ¼ mile of the site will be scored only if the narrative describes how residents will have meaningful access to the site, acknowledging that fewer low-income households have access to private vehicles. To receive a higher score, the applicant should note the development stage, number of units, number of bedrooms per unit, level of affordability using 2019 affordability limits, whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or unsubsidized, if housing choice vouchers will be accepted, and if there is a fair housing marketing plan required or in place. Special consideration will be given to communities that help fund the development through housing revenue bonds, direct local financial contributions, or forms of tax and fee abatement.

SCORING GUIDANCE (~~70~~ 50 Points)

Part 1 (40 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~~ 40 points or ~~43~~ 24 points.

~~Note: Metropolitan Council staff will score this measure.~~

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

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result. If this is the case, then the total points possible in the application will be ~~930~~ 960 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by ~~930~~960, then multiplied by 1,000. Therefore, a project scoring 900 out of ~~930~~960, will equate to ~~968~~ 938 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~~ 960 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

Part 2 (10 points): The project that best provides meaningful access to the affordable housing units will receive the full 10 points. Multiple projects may receive the highest possible score of 10 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

Final Score (50 points): The scores in Parts 1 and 2 will be totaled. If no application gets 50 points, the highest-scoring project will be awarded 50 points, with other projects adjusted proportionately.

Note: Metropolitan Council staff will score this measure.

4. Infrastructure Age (75 Points) – This criterion will assess the degree to which functionally obsolete infrastructure elements are being replaced and improved.

A. *MEASURE:* Describe how various equipment will be improved or replaced as part of this project relative to its age and whether it is functionally obsolete.

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

SCORING GUIDANCE (75 Points)

The project that best provides for stewardship of public funds and resource by replacing functionally obsolete equipment and finding cost-effective solutions to upgrade viable equipment will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

5. Congestion Reduction/Air Quality (200 Points) – This criterion measures the project's ability to make improvements in congested corridors using speed data from the Congestion Management Process Plan. The project will also be measured based on its ability to reduce emissions.

A. *MEASURE:* Council staff will provide travel speed data to compare the peak hour travel speed in the project area to free flow conditions on the "Level of Congestion" map. If more than one corridor or location is included in the project, then the applicant should select the corridor on which the most investment is being made with the project. The applicant must identify the corridor as part of the response. It is anticipated that the Congestion Management Process Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. (150 Points)

RESPONSE:

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

Upload the "Level of Congestion" map used for this measure.

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

B. *MEASURE:* Discuss how the project will reduce emissions and congestion. The applicant should focus on any reduction in CO, NO_X, and VOC. Projects on roadways that provide relief to congested, parallel principal arterial roadways should reference the current MnDOT Metro Freeway Congestion Report and discuss the systemwide emissions and congestion impact of the proposed improvements.

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

SCORING GUIDANCE (50 Points)
The project that is most likely to reduce emissions and congestion will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

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

A. *MEASURE:* Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest MnDOT Metro District Highway Safety Improvement Program (HSIP) application (www.dot.state.mn.us/stateaid/trafficsafety.html). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013~~ 2016 through ~~2015~~2018. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

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

RESPONSE:

- Crash Modification Factors Used _____
- Rationale for Crash Modifications Selected (*Limit 1,400 characters; approximately 200 words)*: _____
- Project Benefit ($) from B/C ratio: _____
- Total Fatal (K) Crashes: _____
- Total Serious Injury (A) Crashes: _____
- Total Non-Motorized Fatal and Serious Injury Crashes: _____
- Total Crashes: _____
- Total Fatal (K) Crashes Reduced by Project: _____
- Total Serious Injury (A) Crashes Reduced by Project: _____
- Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: _____
- Total Crashes Reduced by Project: _____

Upload Crash Modification Factors and B/C Worksheet.

SCORING GUIDANCE (50 Points)
The applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of $11,000,000 and the top project had safety benefits of $16,000,000, this applicant would receive (11,000,000/16,000,000)*50 points or 34 points.

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

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

SCORING GUIDANCE (150 Points)

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

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

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

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing a Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or an identified Regional Bicycle Barrier Improvement Area as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (50 Points)

The project that most positively affects the multimodal system will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN) ~~or~~ regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, ~~or~~ for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points.

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

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

5) **Public Involvement (20 Percent of Points)**

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
    - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selected of this project.

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

SCORING GUIDANCE (75 Points)

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

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

A. *MEASURE:*

Calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls). If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

- 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: _____
- Enter amount of any outside, competitive funding (attach documentation of award):_____
- 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

Spot Mobility and Safety– Prioritizing Criteria and Measures

August 22, 2019

Definition: An at-grade intersection or corridor-level intersection improvement project that focuses on mobility and safety (described as a Regional Mobility project under Spot Mobility in the TPP). New interchanges or projects that add new thru lane capacity (e.g., two-lane to four-lane expansions) should apply in the Strategic Capacity application category. Projects that address mobility and safety at multiple intersections on a corridor are encouraged. However, projects that propose to reconstruct the roadway for the length of the corridor should apply in the Roadway Reconstruction/Modernization application category.

Examples of Spot Mobility and Safety Projects:

- New or extended turn lanes at one or more intersections
- New intersection controls such as roundabouts or traffic signals
- Unsignalized or signalized reduced conflict intersections
- Other innovative/alternative intersection designs such as green t-intersections

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**175**	**16%**
Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or Congestion Management Safety Plan Opportunity Areas	100	
Measure B - Regional Truck Corridor Study Tiers	75	
2. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~30~~50	
Measure B - Housing Performance Score / affordable housing connection	~~70~~50	
3. Congestion Reduction/Air Quality	**275**	**25%**
Measure A - Vehicle delay reduced	200	
Measure B - Kg of emissions reduced	75	
4. Safety	**275**	**25%**
Measure A - Crashes reduced	225	
Measure B - Pedestrian Crash Reduction (Proactive)	50	
5 Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
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 (175 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on the congestion in the project area, congestion levels along the regional transportation system near the project, how it aligns with the Principal Arterial Intersection Conversion Study, Congestion Management Safety Plan IV, ~~how it connects to employment, manufacturing/distribution-related employment, and students~~, and the Regional Truck Corridor Study.

A. *MEASURE:* Identify the level of congestion within the project area. This measure uses speed data as was used as part of the Congestion Management Process (CMP) Plan. It is anticipated that the CMP Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. Also, ~~i~~identify the level of congestion on a parallel route and how the project area is prioritized in the Principal Arterial Intersection Conversion Study and Congestion Management Safety Plan IV. Respond to each of the ~~two~~ four sub-sections below. Projects will get the highest score of the ~~two~~ four sub-sections ~~sections~~.

Congestion within Project Area:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

RESPONSE:

- Free-Flow Travel Speed: _____
- Peak Hour Travel Speed: _____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): _____

Upload the "Level of Congestion" map used for this measure.

Congestion on adjacent Parallel Routes:

The measure will analyze the level of congestion on an adjacent parallel A-minor arterial or principal arterial to determine the importance of the roadway in managing congestion on the Regional Highway System. Council staff will provide travel speed data on an applicant-selected adjacent parallel route that is adjacent to the proposed project on the "Level of Congestion" map. The analysis will compare the peak hour travel speed on an adjacent parallel route to free-flow conditions on this same route to understand congestion levels in the area of the project, which correlates to the role that the project plays in the regional transportation system and economy. The applicant must identify the adjacent parallel corridor as part of the response. The end points of this adjacent parallel corridor must align as closely as possible to the project end points.

RESPONSE:

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

Upload the "Level of Congestion" map used for this measure.

Principal Arterial Intersection Conversion Study:

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

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

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

- Proposed at-grade project that reduces delay at a High Priority Intersection: ☐ (100 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection: ☐ (90 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection: ☐ (80 Points)
- Not listed as a priority in the study: ☐ (0 Points)

Congestion Management Safety Plan IV:

The measure relies on the results on MnDOT's Congestion Management Safety Plan IV (CMSP IV), which prioritized lower cost/high benefit, spot mobility projects on MnDOT-owned roadways. For the Regional Solicitation, only the CMSP opportunity areas on the A-minor arterial or non-freeway principal arterial systems are eligible. Principal arterial projects on the freeway system are not eligible for funding per TAB-adopted rules.

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

RESPONSE (Select one for your project):

- Proposed at-grade project that reduces delay at a CMSP opportunity area: ☐ (100 Points)
- Not listed as a CMSP priority location: ☐ (0 Points)

SCORING GUIDANCE (100 Points)

Due to the ~~two~~ four scoring methods, more than one project can score the maximum points. In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 3A. If the project does not reduce delay, then it will score 0 points for this measure.

Congestion within Project Area: The applicant with the most congestion within the project area (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*100 points, or 50 points. If the project covers more than one segment of speed data, the applicants can use the one that is most beneficial to their score.

Congestion on adjacent Parallel Routes: The applicant with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*100 points, or 50 points. Applicants can use the adjacent parallel route that is most beneficial to their score.

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

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

The scorer will assess if the applicant would score highest with congestion on adjacent parallel routes part of the measure, the Principal Arterial Intersection Conversion Study part of the measure, or the CMSP IV part of the measure and give the applicant the highest of the four scores out of a maximum of 1000 points.

Note: Due to the use of multiple sub-sections, ~~two~~ multiple applicants may receive the full 100 points.

B. *MEASURE:* This criterion relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (75 points)

Use the final study report for this measure:
https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx

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

- Along Tier 1: ☐ Miles (to the nearest 0.1 miles) : _____
- Along Tier 2: ☐ Miles (to the nearest 0.1 miles) : _____
- Along Tier 3: ☐ Miles (to the nearest 0.1 miles) : _____
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐
- None of the tiers: ☐

SCORING GUIDANCE (75 Points)

Applicants will be awarded points as assigned in the above tiers:

- Projects along Tier 1: 75 points
- Projects along Tier 2: 65 points
- Projects along Tier 3: 55 points
- Projects that that provide a direct and immediate connection to a corridor: 10 points.
- None of the tiers: 0 points

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to 75 points, with the others adjusted proportionately.

Note: Due to the use of tiered scoring, multiple applications can receive the full points.

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

A. *MEASURE:* Reference the "Socio-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 (30 Points)

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

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer 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)*30 points or 15 points. Note also that it is possible to score negative points on this measure.

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

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

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

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

RESPONSE:

- City/Township: _____
- Length of Segment (For stand-alone projects, enter population from Regional Economy map) 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. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

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

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.

3. Congestion Reduction/Air Quality (275 Points) – This criterion measures the project's ability to reduce intersection delay and emissions during peak hour conditions. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions.

A. *MEASURE:* Conduct a capacity analysis at one or more of the intersections being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour delay at one or more intersections and the reduction in total peak hour intersection delay at these intersections in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection can be can added together to determine the total delay reduced by the project.

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

- Under the network settings, all defaults should be used for lanes, saturation flow rates, volumes, and simulation
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals). Use the setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year
- For most projects, the volumes with and without the project should be the same; however, some project types such as new roadways, new ramps, or new interchanges may have different volumes.

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

RESPONSE:

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle):_____ *(automatically calculated)*
- Volume without the Project (Vehicles Per Hour): _____
- Volume with the Project (Vehicles Per Hour): _____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____ *(automatically calculated)*

EXPLANATION of date of last signal retiming for signalized corridors (Limit 1,400 characters; approximately 200 words):

Upload Synchro or HCM Report

SCORING GUIDANCE (200 Points)

The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive (5,000/25,000)*200 points, or 40 points.

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

- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE (Calculation):

- Total (CO, NO_X, and VOC) Peak Hour Emissions without the Project (Kilograms):_____
- Total (CO, NO_X, and VOC) Peak Hour Emissions with the Project (Kilograms):_____
- Total (CO, NO_X, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):_____

EXPLANATION of methodology and assumptions used (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (75 Points)

The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*75 points or 45 points.

4. Safety (275 Points) – This criterion addresses the project's ability to correct deficiencies and improve the overall safety of an existing roadway facility. It will assess the project's monetized safety benefits.

A. *MEASURE:* Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application (www.dot.state.mn.us/stateaid/trafficsafety.html). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013~~ 2016 through ~~2015~~2018. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

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

RESPONSE:

- Crash Modification Factors Used (*Limit 700 characters; approximately 100 words)*: _____
- Rationale for Crash Modifications Selected (*Limit 1,400 characters; approximately 200 words)*: _____
- Project Benefit ($) from B/C ratio: _____
- Explanation of Methodology: _____
- Total Fatal (K) Crashes: _____
- Total Serious Injury (A) Crashes: _____
- Total Non-Motorized Fatal and Serious Injury Crashes: _____
- Total Crashes: _____
- Total Fatal (K) Crashes Reduced by Project: _____
- Total Serious Injury (A) Crashes Reduced by Project: _____
- Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: _____
- Total Crashes Reduced by Project: _____

SCORING GUIDANCE (225 Points)

The applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of $11,000,000 and the top project had safety benefits of $16,000,000, this applicant would receive (11,000,000/16,000,000)*225 points or 155 points.

A. *MEASURE:* Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about

pedestrian safety best practices is also available in MnDOT's *Best Practices for Pedestrian/Bicycle Safety.*

SCORING GUIDANCE (50 Points)
The project that will provide the most improvement to pedestrian safety will receive full points. Remaining projects will receive a share of the full points at the scorer's discretion.

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

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

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing a Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or an identified Regional Bicycle Barrier Improvement Area as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (100 Points)

The project that most positively affects the multimodal system will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), ~~or~~ regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

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

6. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. 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~~ 25 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~~ 15 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~~ 25 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~~ 15 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 _____

5) Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
    - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selected of this project.

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

SCORING GUIDANCE (75 Points)

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

7. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria. If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

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: _____
- Enter amount of any outside, competitive funding (attach documentation of award): _____
- 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

Strategic Capacity (Roadway Expansion)– Prioritizing Criteria and Measures

August 22, 2019

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

Examples of Roadway Expansion Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**210**	**19%**
Measure A – Congestion within Project Area, Level of Adjacent Congestion, ~~and~~ or Principal Arterial Intersection Conversion Study Priorities	80	
Measure B - Project Location Relative to Jobs, Manufacturing, and Education	50	
Measure C - Regional Truck Corridor Study Tiers	80	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~30~~50	
Measure B - Housing Performance Score / affordable housing connection	~~70~~50	
4. Infrastructure Age	**40**	**4%**
Measure A - Date of construction	40	
5. Congestion Reduction/Air Quality	**150**	**14%**
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	**150**	**14%**
Measure A - Crashes reduced	~~150~~120	
Measure B - ~~Crashes reduced~~Pedestrian Crash Reduction (Proactive)	30	
7. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
8. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**9%**

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

1. Role in the Regional Transportation System and Economy (210 Points)

– Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on congestion in the project area, congestion levels along the regional transportation system near the project, how it aligns with the Principal Arterial Intersection Conversion Study, how it connects to employment, manufacturing/distribution-related employment, and students, and how it aligns with the Regional Truck Corridor Study.

A. *MEASURE:* Identify the level of congestion within the project area. This measure uses speed data as was used as part of the Congestion Management Process (CMP) Plan. It is anticipated that the CMP Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. Also, ~~I~~identify the level of congestion on a parallel route and how the project area is prioritized in the Principal Arterial Intersection Conversion Study. Respond to each of the ~~two~~ three sub-sections below. Projects will get the highest score of the ~~two~~ three sub-sections ~~sections~~.

Congestion within Project Area:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

RESPONSE:

- Free-Flow Travel Speed: _____
- Peak Hour Travel Speed: _____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): _____

Upload the "Level of Congestion" map used for this measure.

Congestion on adjacent Parallel Routes:

The measure will analyze the level of congestion on an adjacent parallel A-minor arterial or principal arterial to determine the importance of the roadway in managing congestion on the Regional Highway System. Council staff will provide travel speed data on an applicant-selected adjacent parallel route that is adjacent to the proposed project on the "Level of Congestion" map. The analysis will compare the peak hour travel speed on an adjacent parallel route to free-flow conditions on this same route to understand congestion levels in the area of the project, which correlates to the role that the project plays in the regional transportation system and economy. The applicant must identify the adjacent parallel corridor as part of the response. The end points of this adjacent parallel corridor must align as closely as possible to the project end points.

RESPONSE:

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

Upload the "Level of Congestion" map used for this measure.

Principal Arterial Intersection Conversion Study:

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

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

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

- Proposed interchange or at-grade project that reduces delay at a High Priority Intersection: ☐ (80 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection: ☐ (60 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection: ☐ (50 Points)
- Proposed interchange project that reduces delay at a Medium Priority Intersection: ☐ (40 Points)
- Proposed interchange project that reduces delay at a Low Priority Intersection: ☐ (0 Points)
- Not listed as a priority in the study: ☐ (0 Points)

SCORING GUIDANCE (80 Points)

Due to the ~~two~~ three scoring methods, more than one project can score the maximum points. In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 5A. If the project does not reduce delay, then it will score 0 points for this measure.

Congestion within Project Area: The applicant with the most congestion within the project area (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*80 points, or 40 points. If the project covers more than one segment of speed data, the applicants can use the one that is most beneficial to their score.

Congestion on adjacent Parallel Routes: The applicant with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*80 points, or 40 points. Applicants can use the adjacent parallel route that is most beneficial to their score.

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

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

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

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

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

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

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

SCORING GUIDANCE (50 Points)

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

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

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

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

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

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

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

Use the final study report for this measure:
https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx

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

- Along Tier 1: ☐ Miles (to the nearest 0.1 miles) : _____
- Along Tier 2: ☐ Miles (to the nearest 0.1 miles) : _____

- Along Tier 3: ☐ Miles (to the nearest 0.1 miles) : _____
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐
- None of the tiers: ☐

SCORING GUIDANCE (80 Points)

Applicants will be awarded points as assigned in the above tiers:

- Projects along Tier 1: 80 points
- Projects along Tier 2: 60 points
- Projects along Tier 3: 40 points
- Projects that that provide a direct and immediate connection to a corridor: 10 points.
- None of the tiers: 0 points

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to 80 points, with the others adjusted proportionately.

Note: Due to the use of tiered scoring, multiple applications can receive the full points.

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

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

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2017~~2019)
- For new roadways, identify the estimated existing daily traffic volume based on traffic modeling.

RESPONSE:

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

Transit routes that will likely be diverted to the new proposed roadway (if applicable):_____Upload "Transit Connections" map.

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

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

- For new roadways, identify the modeled forecast daily traffic volume

RESPONSE:

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

OR

RESPONSE:

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

SCORING GUIDANCE (65 Points)

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

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

A. *MEASURE:* Reference the "Socio-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 (30 Points)

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

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer 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)*30 points or 15 points. Note also that it is possible to score negative points on this measure.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the ~~2017~~ 20189 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.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

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

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

RESPONSE:

- City/Township: _____
- Length of Segment (For stand-alone projects, enter population from Regional Economy map) 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. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

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

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930,

then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

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

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

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

If construction was completed over several years, enter the segment lengths for each year. The average age will be calculated.

In order to enter information, click "Add" (in the upper right-hand corner of the page) and then click "Save". If the project length has more than one construction year, repeat the "Add" and "Save" process for each segment.

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

RESPONSE:

- Year of original roadway construction or most recent reconstruction: _____
- Segment length: _____
- Average Age: _____ *(online calculation)*

SCORING GUIDANCE (40 Points)

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

This measure is not applicable to new roadway projects, so the project's total score for new roadways will be adjusted as a result.

If this is the case, then the total points possible in the application will be 960 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 960, then multiplied by 1,000. Therefore, a project scoring 900 out of 940, will equate to 957 points on a 1,000-point scale.

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

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

A. *MEASURE:* Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection (or rail crossing) can be can added together to determine the total delay reduced by the project.

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

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

- Under the network settings, all defaults should be used for lanes, saturation flow rates, volumes, and simulation
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals). Use the setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year
- For most projects, the volumes with and without the project should be the same; however, some project types such as new roadways, new ramps, or new interchanges may have different volumes.

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

RESPONSE:

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle):_____ *(automatically calculated)*
- Volume without the Project (Vehicles Per Hour): _____
- Volume with the Project (Vehicles Per Hour): _____

- Total Peak Hour Delay Reduced by the Project (Seconds): _____ *(automatically calculated)*

EXPLANATION of methodology used to calculate railroad crossing delay, if applicable, or date of last signal retiming for signalized corridors (Limit 1,400 characters; approximately 200 words):

Upload Synchro or HCM Report

SCORING GUIDANCE (100 Points)
The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive (5,000/25,000)*100 points, or 20 points.

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

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

- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE (Calculation):

- Total (CO, NO_X, and VOC) Peak Hour Emissions without the Project (Kilograms):_____
- Total (CO, NO_X, and VOC) Peak Hour Emissions with the Project (Kilograms):_____
- Total (CO, NO_X, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):_____

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

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

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

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

Enter data for Parallel Roadways and New Roadways.

Parallel Roadways

- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE:

- Total (CO, NO_X, and VOC) Peak Hour Emissions without the Project (Kilograms):_____ (Applicant inputs number)
- Total (CO, NO_X, and VOC) Peak Hour Emissions with the Project (Kilograms):_____ (Applicant inputs number)
- Total (CO, NO_X, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):_____ (Online Calculation)

New Roadway Portion

Enter data for New Roadway.

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

  Speed = cruise speed in miles per hour
  Total Travel = vehicle miles traveled
  Total Delay = total delay in hours
  Stops = total stops in vehicles per hour
  *K4 = 0.075283-0.0015892 * Speed + 0.000015066 * Speed^2*
  K2 = 0.7329
  *K5 = 0.0000061411 * Speed^2*

  F2 = Fuel consumption in gallons

  *CO = F2 * 0.0699 kg/gallon*
  NO_X *= F2 * 0.0136 kg/gallon*
  *VOC = F2 * 0.0162 kg/gallon*

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

- Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ (calculated online)

Roadway projects that include railroad grade-separation elements:

For roadway projects that include a railroad crossing, the applicant needs to input four variables before and after the project to determine the change in emissions. Those variables include: speed, vehicle mile traveled, delay, and total vehicle stops. The applicant needs to conduct fieldwork during

either the a.m. or p.m. peak hour to determine the existing conditions and then detail any assumptions used for conditions after the project is built. The variables will be used in the exact same equation used within the software program (i.e., Synchro) required of the other project types. Therefore, the approach to calculate the kilograms emissions reduced for railroad grade-separation projects will be comparable to intersection improvement projects.

RESPONSE:

- Cruise speed in miles per hour without the project:_____ (Applicant inputs number)
- Vehicle miles traveled without the project:_____ (Applicant inputs number)
- Total delay in hours without the project:_____ (Applicant inputs number)
- Total stops in vehicles per hour without the project:_____ (Applicant inputs number)
- Cruise speed in miles per hour with the project:_____ (Applicant inputs number)
- Vehicle miles traveled with the project:_____ (Applicant inputs number)
- Total delay in hours with the project:_____ (Applicant inputs number)
- Total stops in vehicles per hour with the project:_____ (Applicant inputs number)
- Fuel consumption in gallons (F1)
- Fuel consumption in gallons (F2)
- Fuel consumption in gallons (F3)

Speed = cruise speed in miles per hour
Total Travel = vehicle miles traveled
Total Delay = total delay in hours
Stops = total stops in vehicles per hour

$K1 = 0.075283-0.0015892 * Speed + 0.000015066 * Speed^2$
K2 = 0.7329
$K3 = 0.0000061411 * Speed^2$

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

*F1 = Total Travel * k1 + Total Delay * k2 + Stops * k3*
*F2 = Total Travel * k1 + Total Delay * k2 + Stops * k3*

F3 = F1 – F2

*CO = F3 * 0.0699 kg/gallon*
NO_X *= F3 * 0.0136 kg/gallon*
*VOC = F3 * 0.0162 kg/gallon*

Equation Automatically Provides Emissions Reduced:

- Total (CO, NO_X, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ (Online Calculation)

EXPLANATION of methodology and assumptions used (Limit 1,400 characters; approximately 200 words):

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

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

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

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

Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application (www.dot.state.mn.us/stateaid/trafficsafety.html). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013~~ 2016 through ~~2015~~2018. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

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

New Roadways:

1. For new roadways, identify the parallel roadway(s) from which traffic will be diverted to the new roadway.
2. Using the crash data for 2016-2018, calculate the existing crash rate for the parallel roadway(s) identified in Step 1.
3. Identify the daily traffic volume that will be relocated from the parallel roadway(s) to the new roadway.
4. Calculate the number of crashes on the parallel roadway(s) using the existing crash rate from Step 2 and the relocated traffic volume to determine the change in number of crashes due to the relocated traffic volume. For instance, if 5,000 vehicles are expected to relocate from the existing parallel roadway to the new roadway, calculate the number of crashes related to the 5,000 vehicles.
5. Identify the average crash rate for the new roadway using MnDOT's average crash rates by roadway type. Using the average crash rate for the new roadway, calculate the number of crashes related to the relocated traffic (i.e., the 5,000 vehicles).
6. Calculate the crash reduction factor using the existing number of crashes on the existing parallel roadway (Step 4) compared to the estimated crashes calculated for the new roadway (Step 5), due to the relocated traffic volume (i.e., the 5,000 vehicles).
7. The calculated crash reduction factor should be used in the HSIP B/C worksheet.
8. Upload additional documentation materials into the "Other Attachments" Form in the online application.

RESPONSE :

- Crash Modification Factor Used (*Limit 700 characters; approximately 100 words)*: _____
- Rationale for Crash Modifications Selected (*Limit 1,400 characters; approximately 200 words)*: _____
- Project Benefit ($) from B/C ratio: _____
- Total Fatal (K) Crashes: _____
- Total Serious Injury (A) Crashes: _____
- Total Non-Motorized Fatal and Serious Injury Crashes: _____
- Total Crashes: _____
- Total Fatal (K) Crashes Reduced by Project: _____
- Total Serious Injury (A) Crashes Reduced by Project: _____
- Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: _____
- Total Crashes Reduced by Project: _____

Roadway projects that include railroad grade-separation elements:

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

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

RESPONSE (Calculation):

- Current AADT volume:_____
- Average daily trains:_____
- Crash Risk Exposure eliminated: (automatically calculated) _____

SCORING GUIDANCE (150 Points)

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

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

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

B. *MEASURE:* Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands,

raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT's *Best Practices for Pedestrian/Bicycle Safety.*

SCORING GUIDANCE (30 Points)
The project that will provide the most improvement to pedestrian safety will receive full points. Remaining projects will receive a share of the full points at the scorer's discretion.

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

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

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing a Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or an identified Regional Bicycle Barrier Improvement Area as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (100 Points)

The project that most positively affects the multimodal system will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), ~~or~~ regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

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

8. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. 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~~ 25 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~~ 15 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~~ 25 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~~ 15 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 _____

5) Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
    - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.
75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.
50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.
50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.
25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.
0% ☐ No outreach has led to the selected of this project.

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

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

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

A. *MEASURE:*

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). If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

- 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: _____
- Enter amount of any outside, competitive funding (attach documentation of award):_____
- 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

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

August 22, 2019

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

Examples of Roadway Reconstruction/Modernization ~~and Spot Mobility~~ Projects**:**

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**~~170~~105**	**~~15~~10%**
~~Measure A -Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas~~	~~65~~	
Measure ~~B~~ A - Project Location Relative to Jobs, Manufacturing, and Education	~~40~~65	
Measure ~~C~~ B - Regional Truck Corridor Study Tiers	~~65~~40	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits~~	~~30~~50	
Measure B - Housing Performance Score / affordable housing connection	~~70~~50	
4. Infrastructure Age/Condition	**~~150~~175**	**~~14~~16%**
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure improvements	~~100~~125	
5. Congestion Reduction/Air Quality	**80**	**7%**
Measure A - Vehicle delay reduced	50	
Measure B - Kg of emissions reduced	30	
6. Safety	**~~150~~180**	**~~14~~16%**
Measure A - Crashes reduced	150	
Measure B - Pedestrian Crash Reduction (Proactive)	30	
7. Multimodal Elements and Existing Connections	**~~100~~110**	**~~9~~10%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	~~100~~110	
8. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
9. 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 (170 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on ~~congestion levels along the regional transportation system near the project; how it aligns with the Principal Arterial Intersection Conversion Study and Congestion Management and Safety Plan IV;~~ how it connects to employment, manufacturing/distribution-related employment, and post-secondary students; and how it aligns with the Regional Truck Corridor Study.

~~A. *MEASURE:* Identify the level of congestion within the project area. This measure uses speed data as was used as part of the Congestion Management Process (CMP) Plan. It is anticipated that the CMP Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. Also, iIdentify the level of congestion on a parallel route and how the project area is prioritized in the Principal Arterial Intersection Conversion Study and the latest Congestion Management and Safety Plan. Respond to each of the three four sub-sections below. Projects will get the highest score of the four three sub-sections sections.~~

~~Congestion on Adjacent Parallel Routes:~~

~~The measure will analyze the level of congestion on an adjacent parallel A-minor arterial or principal arterial to determine the importance of the roadway in managing congestion on the Regional Highway System. Council staff will provide travel speed data on an applicant-selected parallel route that is adjacent to the proposed project on the "Level of Congestion" map. The analysis will compare the peak hour travel speed on an adjacent parallel route to free-flow conditions on this same route to understand congestion levels in the area of the project, which correlates to the role that the project plays in the regional transportation system and economy. The applicant must identify the adjacent parallel corridor as part of the response. The end points of this adjacent parallel corridor must align as closely as possible to the project end points.~~

~~*RESPONSE :*~~

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

~~Upload the "Level of Congestion" map used for this measure.~~

~~Principal Arterial Intersection Conversion Study:~~

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

~~Use the final study report for this measure: metrocouncil.org/PAICS~~

~~*RESPONSE (Select one for your project):*~~

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

Congestion Management and Safety Plan IV:

The measure relies on the results on MnDOT's Congestion Management and Safety Plan IV (CMSP IV), which prioritized lower cost/high benefit, spot mobility projects on MnDOT-owned roadways. For the Regional Solicitation, only the CMSP opportunity areas on the A-minor arterial or non-freeway principal arterial systems are eligible. Principal arterial projects on the freeway system are not eligible for funding per TAB adopted rules.

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

RESPONSE (Select one for your project):

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

SCORING GUIDANCE (65 Points)

Due to scoring methods, more than one project can score the maximum points. In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 5A. If the project does not reduce delay, then it will score 0 points for this measure.

Congestion within Project Area: The applicant with the most congestion within the project area (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*65 points, or 33 points. If the project covers more than one segment of speed data, the applicants can use the one that is most beneficial to their score.

Congestion on Adjacent Parallel Routes: The applicant with the with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*65 points, or 33 points. Applicants can use the adjacent parallel route that is most beneficial to their score.

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

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

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

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

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

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

- Existing Employment within 1 Mile:_____(Maximum of ~~40~~ 65 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile:_____ (Maximum of ~~40~~ 65 points)
- Existing Post-Secondary Students within 1 Mile: _____(Maximum of ~~24~~ 40 points)

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

SCORING GUIDANCE (~~40~~ 65 Points)

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

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*~~40~~ 65 points or ~~27~~ 43 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (30). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive (1,000/1,500)*~~40~~ 65 points or ~~27~~ 43 points.

The applicant with the highest number of post-secondary students will receive 30 points. Remaining projects will receive a proportionate share of the 30 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*~~24~~ 40 points or ~~16~~ 27 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of ~~40~~ 65 points.

Note: Due to the use of multiple sub-measures, two applicants can receive the full ~~40~~ 65 points.

~~C.~~B. *MEASURE:* This criterion relies on the results on the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (~~65~~ 40 points)

Use the final study report for this measure:

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

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

- Along Tier 1: ☐ Miles (to the nearest 0.1 miles) :_____
- Along Tier 2: ☐ Miles (to the nearest 0.1 miles) :_____
- Along Tier 3: ☐ Miles (to the nearest 0.1 miles) :_____
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐
- None of the tiers: ☐

SCORING GUIDANCE (~~65~~ 40 Points)

Applicants will be awarded points as assigned in the above tiers:

- Projects along Tier 1: ~~65~~ 40 points
- Projects along Tier 2: ~~45~~ 30 points
- Projects along Tier 3: ~~25~~ 20 points
- Projects that that provide a direct and immediate connection to a corridor: 10 points.
- None of the tiers: 0 points

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to ~~65~~ 40 points, with the others adjusted proportionately.

Note: Due to the use of tiered scoring, multiple applications can receive the full points.

2. Usage (175 Points) – This criterion quantifies the project's potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the A-minor arterial or non-freeway principal arterial. For interchange reconstruction projects, the cross-street traffic volumes should be used instead of the mainline volumes.

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

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2017~~2019)

RESPONSE:

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

Upload "Transit Connections" map.

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

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

RESPONSE:

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

OR

RESPONSE:

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

SCORING GUIDANCE (65 Points)
The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application

being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive (28,000/32,000)*65 points or 57 points.

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

A. *MEASURE:* Reference the "Socio-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 (30 Points)

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

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer 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)*30 points or 15 points. Note also that it is possible to score negative points on this measure.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 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.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

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

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

RESPONSE:

- City/Township: _____
- Length of Segment (For stand-alone projects, enter population from Regional Economy map) within each City/Township: _____
- Housing Score: _____ *(online calculation)*

SCORING GUIDANCE (70 Points)

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

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

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930,

then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

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

4. Infrastructure Age/Condition (~~150~~ 175 Points) – This criterion will assess the age of the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility, whereas, improvements to a recently reconstructed roadway does not display an efficient use of funds.

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

If construction was completed over several years, enter the segment lengths for each year. The average age will be calculated.

In order to enter information, click "Add' (in the upper right-hand corner of the page), enter the year and click "Save". If the project length has more than one construction year, repeat the "Add" and "Save" process for each segment.

RESPONSE:

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

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

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

B. *MEASURE:* Select the geometric, structural, or infrastructure deficiencies listed below that will be improved as part of this project, as reflected in the project cost estimate. (~~100~~ 125 Points)

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

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

SCORING GUIDANCE (~~100~~ 125 Points)

Within each improvement sub-measure, the answer most responsive to the need will receive full points (e.g., the top project that improves clear zones or sight lines will receive 10 points), with each remaining project receiving a share of the full points at the scorer's discretion. It is possible for more than one project to receive maximum points for a sub-measure.

The highest-scoring application for this measure will be adjusted to receive the full ~~100~~ 125 points. Remaining projects will receive a proportionate share of the full points equal to the points for the project being scored divided by the points assigned to the highest-scoring project multiplied by the maximum points available for the measure (100). For example, if the application being scored had 25 points and the top project had 50 points, this applicant would receive (25/50)*~~100~~ 125 points or ~~50~~ 63 points.

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

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

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

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

- Under the network settings, all defaults should be used for lanes, saturation flow rates, volumes, and simulation
- Use Synchro's automatic optimization to determine cycle, offset and splits (for traffic signals). Use the setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year

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

RESPONSE):

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle):_____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle):_____ *(automatically calculated)*
- Volume (Vehicles Per Hour): _____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____ *(automatically calculated)*

EXPLANATION of methodology used to calculate railroad crossing delay, if applicable (Limit 1,400 characters; approximately 200 words):

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

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

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

- Total Peak Hour Emissions Reduced (Kilograms)= Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE:

- Total (CO, NO_X, and VOC) Peak Hour Emissions without the Project (Kilograms):_____
- Total (CO, NO_X, and VOC) Peak Hour Emissions with the Project (Kilograms):_____
- Total (CO, NO_X, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):_____ *(calculated online)*

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

Roadway projects that include railroad grade-separation elements:

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

  RESPONSE:

  - Cruise speed in miles per hour without the project:_____ (Applicant inputs number)
  - Vehicle miles traveled without the project:_____ (Applicant inputs number)
  - Total delay in hours without the project:_____ (Applicant inputs number)
  - Total stops in vehicles per hour without the project:_____ (Applicant inputs number)
  - Cruise speed in miles per hour with the project:_____ (Applicant inputs number)
  - Vehicle miles traveled with the project:_____ (Applicant inputs number)
  - Total delay in hours with the project:_____ (Applicant inputs number)
  - Total stops in vehicles per hour with the project:_____ (Applicant inputs number)
  - Fuel consumption in gallons (F1)
  - Fuel consumption in gallons (F2)
  - Fuel consumption in gallons (F3)

Speed = cruise speed in miles per hour
Total Travel = vehicle miles traveled
Total Delay = total delay in hours
Stops = total stops in vehicles per hour

*K1 = 0.075283-0.0015892 * Speed + 0.000015066 * Speed^2*
K2 = 0.7329
*K3 = 0.0000061411 * Speed^2*

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

*F1 = Total Travel * k1 + Total Delay * k2 + Stops * k3*
*F2 = Total Travel * k1 + Total Delay * k2 + Stops * k3*

F3 = F1 – F2

*CO = F3 * 0.0699 kg/gallon*
NO_X *= F3 * 0.0136 kg/gallon*
*VOC = F3 * 0.0162 kg/gallon*

Equation Automatically Provides Emissions Reduced:

- Total (CO, NO_X, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ (Online Calculation)

EXPLANATION of methodology and assumptions used (Limit 1,400 characters; approximately 200 words):

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

6. Safety (~~150~~ 180 Points) – This criterion addresses the project's ability to correct deficiencies and improve the overall safety of a roadway facility. It will assess the project's monetized safety benefits.

A. *MEASURE:* Respond as appropriate to one of the two project types below. (~~150~~ 175 Points)

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

Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application (www.dot.state.mn.us/stateaid/trafficsafety.html). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013~~ 2016 through ~~2015~~2018. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

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

RESPONSE:

- Crash Modification Factors Used (*Limit 700 characters; approximately 100 words)*: _____
- Rationale for Crash Modifications Selected (*Limit 1,400 characters; approximately 200 words)*: _____
- Project Benefit ($) from B/C ratio: _____
- Explanation of Methodology: _____
- Total Fatal (K) Crashes: _____
- Total Serious Injury (A) Crashes: _____
- Total Non-Motorized Fatal and Serious Injury Crashes: _____
- Total Crashes: _____
- Total Fatal (K) Crashes Reduced by Project: _____
- Total Serious Injury (A) Crashes Reduced by Project: _____
- Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: _____
- Total Crashes Reduced by Project: _____

Roadway projects that include railroad grade-separation elements:

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

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

RESPONSE:

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

SCORING GUIDANCE (~~150~~ 150 Points)
This measure will be considered separately for projects that do and do not include a railroad grade-separation project. As a result, two projects (one without a railroad grade-separation project and one with a railroad grade-separation) may receive the full points.

For projects that do not include a grade-separation project, the applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of $11,000,000 and the top project had safety benefits of $16,000,000, this applicant would receive (11,000,000/16,000,000)*~~150~~ 175 points or ~~103~~ 120 points.

For railroad grade-separation projects, the applicant with the highest crash risk exposure eliminated due to the project will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored reduced 11,000 exposures and the top project reduced 16,000, this applicant would receive (11,000 /16,000)*~~150~~ 175 points or ~~103~~ 120 points.

B. *MEASURE:* Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT's *Best Practices for Pedestrian/Bicycle Safety.*

SCORING GUIDANCE (30 Points)
The project that will provide the most improvement to pedestrian safety will receive full points. Remaining projects will receive a share of the full points at the scorer's discretion.

7. Multimodal Elements and Existing Connections (~~100~~ 110 Points)

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

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

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing a Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or an identified Regional Bicycle Barrier Improvement Area as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.

- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (~~100~~ 110 Points)

The project that most positively affects the multimodal elements system will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), ~~or~~ regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, or for making connections with existing multimodal systems or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

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

8. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. 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~~ 25 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~~ 15 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~~ 25 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~~ 15 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 _____

5) Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
  - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selected of this project.

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

SCORING GUIDANCE (75 Points)

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

9. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 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). If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

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

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

- Total Project Cost (entered in Project Cost Form):_____ *(automatically calculated)*
- Enter amount of Noise Walls: _____
- Enter amount of any outside, competitive funding (attach documentation of award): _____
- 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 (.0005/.00025) *100 points for 50 points.

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

TOTAL: 1,100 POINTS

Bridges – Prioritizing Criteria and Measures

August 22, 2019

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

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

Examples of Bridge Rehabilitation/Replacement Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**195**	**18%**
Measure A - Distance to the nearest parallel bridge	100	
Measure B - Project Location Relative to Jobs, Manufacturing, and Education	30	
Measure C - Regional Truck Corridor Tiers	65	
2. Usage	**130**	**12%**
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~30~~50	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
4. Infrastructure Condition	**400**	**36%**
Measure A – Bridge Sufficiency Rating	300	
Measure B – Load-Posting	100	
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
6. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
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 (195 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, connects to employment, post-secondary students, and manufacturing/distribution-related employment, and aligns with the Regional Truck Corridor Study tiers.

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

RESPONSE:

- Location of nearest parallel crossing:_____
- Explanation (*Limit 2,800 characters; approximately 400 words*): _____
- Distance from one end of proposed project to nearest parallel crossing (that is an A-minor arterial or principal arterial) and then back to the other side of the proposed project using non-local functionally-classified roadways:_____ *(calculated by Council Staff)*

SCORING GUIDANCE (100 Points)
The applicant with the furthest distance from the closest parallel A-minor arterial or principal arterial bridge ~~on~~ will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the project being scored had a distance of 8 miles and the top project was had a distance of 10 miles, this applicant would receive (8/10)*100 points or 80 points.

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

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

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

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

SCORING GUIDANCE (30 Points)

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

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

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

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

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

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

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

Use the final study report for this measure:
https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx

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

- The project is located on either a Tier 1, Tier 2, or Tier 3 corridor: ☐ (65 Points) Miles (to the nearest 0.1 miles) : _____
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐ (10 Points)
- The project is not located on a Tier 1, Tier 2, or Tier 3 corridor: ☐ (0 Points)

SCORING GUIDANCE (65 Points)

The scorer will assign points based on which of the scores applies. Note that multiple applicants can score the maximum point allotment.

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

A. *MEASURE:* Metropolitan Council staff will calculate the current daily person throughput at one location on the A-minor arterial or non-freeway principal arterial bridge using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps (select *Twin Cities Metro Area Street Series* under *Traffic Volume (AADT)*). Reference the "Transit Connections" map for transit routes along the project. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length.

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2019~~2017~~)

RESPONSE:

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

Upload the "Transit Connections" map.

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

B. *MEASURE:* Provide the forecast (2040) average daily traffic volume at the same location on the A-minor arterial or non-freeway principal arterial bridge, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (30 points)

RESPONSE:

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

OR

RESPONSE:

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

SCORING GUIDANCE (30 Points)
The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure.

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

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

A. *MEASURE:* Reference the "Socio-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 (30 Points)

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

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer 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)*30 points or 15 points. Note also that it is possible to score negative points on this measure.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the ~~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.~~ A one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer. (70 Points)

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

RESPONSE:

- City/Township: _____
- Population from the "Regional Economy" map within each City/Township entered: _____
- 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. A one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

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

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by

930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

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

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

A. *MEASURE:* Identify the bridge sufficiency rating, from the most recent market structure inventory report. Attach the report to the application.

RESPONSE:

- Bridge Sufficiency Rating: ____

Upload Structure Inventory Report.

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

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

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

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

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

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

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

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing a Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or an identified Regional Bicycle Barrier Improvement Area as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (100 Points)

The project that most positively affects the multimodal will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), ~~or~~ regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, or for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. Projects do not need all of these elements to be awarded all of the points. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

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

6. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. 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~~ 25 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~~ 15 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.

100% ☐ 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~~ 25 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~~ 15 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 _____

5) Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
  - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selected of this project.

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

SCORING GUIDANCE (75 Points)

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

7. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the TAB-eligible project cost (not including noise walls) and total points awarded in the previous six criteria. If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

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: _____
- Enter amount of any outside, competitive funding (attach documentation of award): _____
- 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

Transit Expansion – Prioritizing Criteria and Measures

March 12, 2018

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep is not eligible. Projects that deliver elements of a future bus rapid transit (BRT) line are not eligible. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.

Projects that intend to apply as "New Market" projects must submit a project description that verifies the New Market definition, which will be reviewed as part of the qualifying review. Generally, New Market projects must be serving a new geography or market and at least provide service or improvements in Transit Market Area 3, 4, or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center (see Transportation Policy Plan, Appendix G for more details).

Examples of Transit Expansion Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**350**	**32%**
Measure A - New Annual Riders	350	
3. Equity and Housing Performance	**200**	**18%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and projects benefits~~	~~130~~150	
Measure B - Housing Performance Score / affordable housing connection	~~70~~50	
4. Emissions Reduction	**200**	**18%**
Measure A - Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Bicycle and pedestrian elements of the project and connections	100	
6. Risk Assessment	**50**	**5%**
Measure A - Risk Assessment Form	50	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total annual project cost)	100	
Total	**1,100**	

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

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

RESPONSE (Data from the "Population/Employment" map):

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

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

Upload the "Population/Employment" map used for this measure.

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

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

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

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

- Existing transit routes directly connected to the project: _____ (35 Points)
- Planned transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP): (15 Points)

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

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

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

SCORING GUIDANCE (50 Points)

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

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

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

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

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

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

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

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

- Use a 2020 technically sound forecast methodology to estimate(or similar equivalent to the third year of ridership) from the latest park-and-ride demand estimation model to develop a ridership estimate. The potential demand market arearidership estimate should be defined using the site location criteria associated with the model and demand should be determined by the Census block groups in the market area. If possible, the applicant should use the ridership figures provided for an existing or planned facility.include only new transit users and should exclude transit riders that shift from an existing facility or service. Applicants must clearly describe the methodology and assumptions used to estimate annual ridership.

  The Metropolitan Council has developed a park-and-ride demand estimation model that provides technical data on potential new park-and-ride locations that can be a source of data for new or expanded park-and-ride projects. The data should still be reviewed for reasonableness when including in any application.The 2030 Regional Park-and-Ride Plan forecasts 2020 and 2030 demand to downtown Minneapolis and downtown St. Paul based on 2008 usage data. However, the park-and-ride demand estimation model allows for calculating more up-to-date demand estimation. The applicant can use data from the 2030 Plan if no other accurate data is available. Regardless, the applicant must clearly describe the methodology and assumptions used to estimate annual ridership.

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

Transitways Projects Only:

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

  Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2040 Transportation Policy Plan to include commuter rail; light rail; and highway, dedicated, and arterial bus rapid transit; and modern streetcar. Eligible transitway projects are

those included in either funding scenarios in the 2040 Transportation Policy Plan and that have a mode and alignment identified through a local process.

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

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

  RESPONSE:

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

SCORING GUIDANCE (350 Points)

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

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

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

3. Equity and Housing Performance (175 Points) -- This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-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. (105 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 (130 Points)

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

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer 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)*130 points or 65 points. Note also that it is possible to score negative points on this measure.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2019 Housing Performance Score for the city or township in which the project's stops are located. ~~The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.~~ If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

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

- City/Township: _____
- Number of Stops within City/Township:
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

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

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

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

4. Emissions Reduction (200 Points) – This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, $PM_{2.5}$, and VOC emissions. Applications for transit operating, vehicle or capital funds must calculate the benefit for the third year of service.

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

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

Emissions Factors

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

RESPONSE (All reductions below including total reduced emissions will automatically calculate):

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

VMT Reduction	_____ (online calculation)
CO Reduced	_____ (online calculation)
NOx Reduced	_____ (online calculation)
CO2e Reduced	_____ (online calculation)
PM2.5 Reduced	_____ (online calculation)
VOCs Reduced	_____ (online calculation)
Total Emissions Reduced	_____ (online calculation)

SCORING GUIDANCE (200 Points)

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

Note on Deductions: For all service types, up to 100 percent of points can be deducted if the applicant provides no methodology for the Usage Measure (#2). The percent of points deducted for Emissions Reduction will be equivalent to any methodology deduction for the Usage Measure.

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

A. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

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

SCORING GUIDANCE (100 Points)

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

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit stops with safe / comfortable areas for pedestrians to walk or wait

6. Risk Assessment (50 Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

Facility Projects:

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

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

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

RESPONSE (Complete Risk Assessment):

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

5) Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
  - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selected of this project.

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

SCORING GUIDANCE (50 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*50 points or 29 points.

7. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

A. *MEASURE: This measure will calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost.

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

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

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

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

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

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project:_____
- Total Annual Project Cost:_____
- Assumptions Used (Limit 1,400 characters; approximately 200 words):_____
- Points Awarded in Previous Criteria: _____ (entered by Metropolitan Council staff)
- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Transit Modernization – Prioritizing Criteria and Measures

March 12, 2018

Definition: A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not eligible. Projects that deliver elements of a future bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes BRT lines may be eligible. Projects associated wholly or in part with new service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. Only capital expenditures are eligible for transit modernization; operating expenses are ineligible unless transit operations are expanded. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.

Example of Transit Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- Intelligent Transportation System (ITS) measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**325**	**30%**
Measure A - Total existing annual riders	325	
3. Equity and Housing Performance	**175**	**16%**
Measure A - Benefits and outreach to disadvantaged populations ~~Connection to disadvantaged populations and project's benefits~~	~~105~~125	
Measure B - Housing Performance Score / affordable housing connection	~~70~~50	
4. Emissions Reduction	**50**	**5%**
Measure A – Description of emissions reduced	50	
5. Service and Customer Improvements	**200**	**18%**
Measure A - Project improvements and amenities for transit users	200	
6. Multimodal Facilities and Connections	**100**	**9%**
Measure A - Bicycle and pedestrian elements of the project and connections	100	
7. Risk Assessment	**50**	**5%**

Measure A - Risk Assessment Form	50	
8. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total annual project cost)	100	
Total	**1,100**	

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

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

RESPONSE (Data from the "Population/Employment" map):

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

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

Upload the "Population/Employment" map used for this measure.

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

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

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

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

- Existing transit routes directly connected to the project: _____ (35 Points).
- Planned transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP): _____(15 Points)

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

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

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

SCORING GUIDANCE (50 Points)
The applicant with route connections having the highest number of weekday trips will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive (100/150)*35 points or 23 points.

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

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

2. Usage (325 points) - This criterion quantifies the project's impact based on how many riders the improvement(s) will impact, i.e., existing riders.

A. MEASURE: This measure will display the existing riders that will benefit from the project. This would entail, for example, riders on a bus route with buses fitted for Wi-Fi or users boarding or alighting at a park-and-ride being improved. Ridership data will be provided by the Metropolitan Council staff.

RESPONSE:

- Existing Transit Routes on the Project:_____

SCORING GUIDANCE (325 Points)
The applicant with the highest existing annual ridership will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing ridership of the project being scored divided by the project with the highest existing ridership multiplied by the maximum points available for the measure (325). For example, if the application being scored had ridership of 1,000 riders and the top project had a ridership of 1,500 riders, this applicant would receive (1,000/1,500)*325 points or 217 points.

3. Equity and Housing Performance (175 Points) -- This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-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. (105 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 (105 Points)

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

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer 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)*105 points or 53 points. Note also that it is possible to score negative points on this measure.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the ~~2017~~ 2019 Housing Performance Score for the city or township in which the project's stops are located. ~~The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.~~ If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

RESPONSE:

- City/Township: _____
- Number of Stops within City/Township: _____
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2018~~ 2017~~7~~9 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. Note: Metropolitan Council staff will score this measure.

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

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

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

4. Emissions Reduction (50 Points) - This criterion measures the impact that the project's implementation may have on air quality by rating the potential that project's elements have to contribute to reductions in CO, NO_x, CO_{2e}, $PM_{2.5}$, and VOC emissions. Projects can include improvements to rolling stock; increases in travel speed and reductions in idling; and facility improvements that reduce emissions, reduce exposure, reduce congestion, and/or improve energy efficiency and use of renewable energy.

A. Discuss how the project will reduce emissions. Examples of project elements that can reduce emissions include (note that this is not an exhaustive list):

- Improved fuel efficiency and reduced tailpipe emissions through vehicle upgrades
- Improved ability for riders to access transit via non-motorized transportation
- Improved accommodation of transit-oriented development walkable from transit stop(s) and/or station(s)
- Reduced vehicle acceleration/deceleration cycles, "dead head" time, or idling time
- Electric vehicle charging stations
- Sustainable facility features such as energy efficient equipment, "green infrastructure" for storm water management, and use of renewable energy

Applicants are recommended to provide any data to support their argument.

SCORING GUIDANCE (50 Points)
The project that has the most benefits for reduced emissions, reduced exposures, reduced congestion, and/or improved energy efficiency will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

5. Service and Customer Improvements (200 Points) - Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will provide a better customer experience as a result of this project. Service and customer improvements include but are not limited to providing faster travel times, providing new or improved amenities or customer facilities, and improving customer interface with transit. This criterion will place particularly emphasis on travel time and reliability improvements.

A. *MEASURE:* Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following (200 Points):

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

When providing a description of improvements and amenities, provide quantitative information, as applicable. This could include number of improved customer facilities by the type of amenity, number of routes impacted, or number of riders impacted. Of particular importance is quantifying travel time and reliability improvement. Examples include time saved per route, the portion of the route along which time is saved, and ridership or frequency on this route(s).

RESPONSE (Limit 5,600 characters; approximately 800 words):

SCORING GUIDANCE (200 Points)
The applicant should describe improvements included in the project that will make transit service more attractive and improve the user experience. The project will be scored based on the quality of the responses. When possible, quantitative information on service and customer improvements will be considered in the quality of the responses. A particular emphasis will be placed on travel time or reliability improvements. Projects will receive a share of the full points at the scorer's discretion.

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

A. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle, and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

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

SCORING GUIDANCE (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response (2,800 or fewer characters), will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit stops with safe / comfortable areas for pedestrians to walk or wait

7. Risk Assessment (50 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 required Risk Assessment.

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

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

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

RESPONSE (Complete Risk Assessment):

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

5) Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
    - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selected of this project.

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

SCORING GUIDANCE (50Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*50 points or 29 points.

8. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

A. *MEASURE: This measure will calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost.

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

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

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

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

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

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project:_____
- Total Annual Project Cost:_____
- Assumptions Used (Limit 1,400 characters; approximately 200 words):_____
- Points Awarded in Previous Criteria: _____ (entered by Metropolitan Council staff)
- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS

Travel Demand Management (TDM) – Prioritizing Criteria and Measures

March 12, 2018

Definition:

~~Transportation~~ Travel Demand Management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**200**	**18%**
Measure A - Ability to capitalize on existing regional transportation facilities and resources	200	
2. Usage	**100**	**9%**
Measure A - Users	100	
3. Equity and Housing Performance	**150**	**14%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~80~~100	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
4. Congestion Reduction/Air Quality	**300**	**27%**
Measure A - Areas of Traffic Congestion and Reduction in SOV Trips	150	
Measure B - Emissions Reduction	150	
5. Innovation	**200**	**18%**
Measure A - Project innovations and geographic expansion	200	
6. Risk Assessment	**50**	**5%**
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
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 (200 Points) - This criterion measures the existing regional transportation resources that can be capitalized on as part of this project.

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

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

SCORING GUIDANCE (200 Points)
The applicant will receive points based on the quality of the response. Projects that effectively use existing organization and regional infrastructure and manage congestion and use on key facilities will receive the most points. The applicant with the top score will receive full points. Remaining projects will receive a share of the full points.

2. Usage (100 Points) – This criterion quantifies the project's impact by estimating the number of direct users of the TDM by identifying the strength of its connection to target groups.

A. *MEASURE:* Calculate and provide the number of average weekday users of the project. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. Applicants must describe their methodology for determining the number of project users. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project.

Benefits may include:

- Access to jobs
- Reduced congestion
- Reverse commute assistance
- Ability to live car-free
- Overcoming barriers to non-traditional commuting (e.g., shift times not adhering to transit schedules; long transit trips due to transfers/timing)
- Major employers or employment areas
- Reduced transportation costs through subsidizing/incentivizing alternative modes

RESPONSE:

- Average Weekday Users:_____

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

SCORING GUIDANCE (100 Points)
The applicant will receive points based on the quality of the response and the number of average weekday users. The project that most effectively defines a targeted population and the ability to reach that population, along with the most effective benefits will receive the full points. Remaining projects will receive a share of the full points.

Applicants that provide an unclear or unreasonable methodology will receive 0 points.

3. Equity and Housing Performance (150 Points) -- This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Economic Conditions" map generated at the beginning of the application process. Describe the project's positive benefits, and negative impacts, and mitigation(s) to minimize harm and promote equity for low-income populations; people of color; children, people with disabilities, and the elderly along with a description on how the impacted communities have been engaged.

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

RESPONSES:

1. (20 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. (60 points) Describe the project's positive benefits to the identified communities. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

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

3. (-10 to 0 points) Describe any negative externalities created by the project and measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

Below is a list of negative impacts. (Negative impacts can occur during construction/ implementation) Note that this is not an exhaustive list.

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

SCORING GUIDANCE (80 Points)

Each application will be scored as described below.

1. (20 points): The project with the most impactful and meaningful community engagement will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (60 points) The project with the most positive benefits will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (up to 0 points) The scorer will reduce the score by one point for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer 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 deducted.

Following the scoring of the above elements, each project's combined score will be determined. The top-scoring project will be adjusted to 80 points with all other projects adjusted proportionately.

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.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

RESPONSE :

- City/Township: _____ *(Cities and Townships entered by applicant)*
- Population in each city/township: (information on the "Regional Economy" map)
- Housing Score: _____

Upload "Regional Economy" map.

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. Congestion Reduction/Air Quality (300 Points) – This criterion measures the project's ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, $PM_{2.5}$, and VOC emissions.

A. *MEASURE:* Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and/or single occupancy vehicle (SOV) trips. (150 Points)

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

SCORING GUIDANCE (150 Points)
The applicant with best response will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. • The project is located in an area of traffic congestion served by one or more principal arterials or A-minor arterials: Up to 50 Points, plus • The project will reduce congestion and/or SOV trips in the project area: Up to 100 Points

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

NOTE: A "trip" is defined as the journey from origin to destination. Round trip travel is considered two trips. Using multiple modes or multiple transit routes between an origin and destination does not constitute multiple trips.

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

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

Emissions Factors

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

RESPONSE (Emissions reduction will be automatically calculated):

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

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

SCORING GUIDANCE (150 Points)

The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project reduced 5 kg and the application being scored reduced 4 kg, this applicant would receive (4/5)*150 points or 120 points.

Applicants that do not provide methodology will receive 0 points. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

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

A. *MEASURE:* Describe how the project is innovative or expands the geographic area of an existing project. (200 Points)

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

SCORING GUIDANCE (200 Points)

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

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

A project that duplicates efforts already occurring within the same geography can be subjected to a reduced score, at the scorer's discretion, if the scorer feels it is redundant and therefore not good stewardship of public funds.

6. Risk Assessment (50 Points) - This criterion measures technical capacity of the applicant and their long-term strategy to sustain their proposed projects beyond the initial funding period.

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

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

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

B. *MEASURE:* Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project. (25 Points)

RESPONSE (Check one):

- Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase: ☐ (25 Points)
- Applicant has identified potential funding sources that could support the project beyond the initial funding period: ☐ (15 Points)
- Applicant has not identified funding sources to carry the project beyond the initial funding period: ☐ (0 Points)

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

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

7. Cost Effectiveness (100 Points) –

This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 6 criteria.

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

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

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

- Total Project Cost (entered in Project Cost Form):_____ *(automatically calculated)*
- 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

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. 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.

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~~200	
~~Measure B – Snow and ice control~~	~~50~~	
3. Equity and Housing Performance	**120**	**11%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~50~~70	
Measure B - Housing Performance Score / affordable housing connection	~~70~~50	
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**	

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~~ 100 Points): _____
A. Existing Employment within 1 Mile (Integer Only, ~~75~~ 100 points): _____

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

SCORING GUIDANCE (150 Points)
The applicant with highest population will receive the full ~~75~~100 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,~~2,0~~5~~00)*~~75~~ 100 points or 50 points.

B. Existing population: ~~75~~ 100 Points
C. Existing employment: ~~75~~ 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.

The highest-scoring application for this measure will be adjusted to receive the full ~~150~~ 200 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had ~~80~~ 100 points and the top project had ~~140~~ 180 points, this applicant would receive (~~80~~100/140)*~~150~~ 200 points or ~~86~~ 111 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.~~

~~*RESPONSE:*~~

- ~~Maintenance plan or policy for snow-removal for year-round use (50 Points): _____~~
~~D. No lettermaintenance plan or policy for snow-removal for year-round 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.~~

~~SCORING GUIDANCE (50 Points)~~
~~Applicants that have 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):

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 an average score of the jurisdictions.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

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, or through implementing new or improved Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings (MRBBC)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:* Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities~~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: For this criterion, applications will be given the higher of the Part 1 and Part 2 scores as described below. Applicants are encouraged to complete both Parts 1 and 2. If applicants for projects involving Tier 1 regional barriers or Major River Bicycle Barrier Crossings **choose not to complete Part I, it is recommended that they first confirm with Council staff** the Tier 1 or MRBBC status of the project location.

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions. Specifically, describe how the project would accomplish the following:~~*RESPONSE (Check all that apply):*~~

B. Close~~s~~ a transportation network gap~~, and/or~~ provide~~s~~ a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions ☐ (0-90 Points)**:**

Bike system g~~G~~ap improvements ~~can be on or off the RBTN and~~ may include the following:

C. Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment)~~regional (i.e., RBTN) or local transportation network~~;

D. Improving bikeability to better serve all ability and experience levels by:

- Providing a safer, more protected on-street facility or off-road trail;
- Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
- Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel~~Improving a bike route or providing a trail parallel to a highway or arterial roadway along a~~ lower-volume neighborhood collector or local street.

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.

~~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):

PART 2): Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the "*Regional Bicycle Barrier Crossing Improvement Areas*" as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows:

- Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings (100 Points)
- Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments (75 Points)

- Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments (50 Points)
- Crossings of non-tiered Regional Bicycle Barrier segments (25 Points)
- Projects that improve crossings of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs) (+15 Points)

SCORING GUIDANCE (100 Points)

Project scores for Criterion 4.A will be the **higher of the Part 1 and Part 2 sub-scores**, to be determined as follows:

Part 1 (Qualitative Assessment): The project that best closes a bicycle network gap, provides a facility that crosses or circumvents a physical barrier, and/or improves continuity or connections between jurisdictions will receive the full 100 points. Remaining projects will receive a share of the full points at the scorer's discretion. Multiple projects may receive the highest possible score of 100 points based on this assessment. Projects should be compared and rated irrespective to the assigned scores they may receive under Part 2.

OR

Part 2: (Quantitative Assignment): Scorer will assign points based on the project's standing in relation to the Regional Bicycle Barrier Crossing Improvement Areas and Major River Bicycle Barrier Crossings as follows:

- Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & Major River Bicycle Barrier Crossings: ☐ (100 points)
- Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments: ☐ (75 Points)
- Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments: ☐ (50 Points)
- Crossings of non-tiered Regional Bicycle Barriers (i.e., barrier segments that are outside of the Regional Bicycle Barrier Crossing Improvement Areas): ☐ (25 Points)
- For projects that do not create or improve a regional or major river bicycle barrier crossing, Part 2 is not applicable and the score for Part 1 will be used as the project score for this measure.

Projects that improve crossings of multiple Regional Bicycle Barriers will receive 15 bonus points in addition to their Tier 2, Tier 3, or non-tiered regional barrier segment-based points. (This does not apply to Tier 1 barrier crossings or MRBBC projects which already receive the maximum points possible.)~~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~~the latest available10-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. (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.

E. 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

F. 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 _____

5) Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
    - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selected of this project.

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

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. 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.

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 - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~50~~70	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
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.

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):

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.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

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 connect~~s~~ 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 available10-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 ~~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 _____

5) Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
  - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selected of this project.

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

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 - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~50~~70	
Measure B - Housing Performance Score / affordable housing connection	~~70~~50	
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~~ 150 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)*~~250~~ 150 points or ~~125~~ 75 points.

B. *MEASURE:* Confirm that the project is consistent with an adopted Safe Routes to School Plan.

RESPONSE:

- The project is specifically named in an adopted Safe Routes to School plan (100 Points): _____
- The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access (75 Points):
- The school(s) in question do not have Safe Routes to School plan(s) (0 Points): _____

SCORING GUIDANCE (100 Points)
The applicant will receive 100 points if the project is named in a Safe Routes to School plan and 75 points if it is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access

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. *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.

The housing performance score is calculated from data in these four categories:

- New affordable or mixed-income housing completed in the last ten years;
- Preservation projects completed in the last seven years and/or Substantial rehabilitation projects completed in the last three years;
- Housing program participation and production, and housing policies and ordinances
- Characteristics of the existing housing stock.

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 available10-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 2,800characters; 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/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 _____

5) Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project.

List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public: _____
- Meeting with partner agencies: _____
- Targeted online/mail outreach: _____
    - Number of respondents: _____

100% ☐ Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

75% ☐ Targeted outreach specific to this project with the general public and partner agencies have been used to help identify the project need.

50% ☐ At least one meeting specific to this project with the general public has been used to help identify the project need.

50% ☐ At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

25% ☐ No meeting or outreach specific to the project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

0% ☐ No outreach has led to the selected of this project.

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

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)*X 100 points or 50 points.

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

TOTAL: 1,100 POINTS

ACTION TRANSMITTAL No. 2017-44

DATE:	August 15, 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: Policies, Qualifying criteria, and Project Eligibility
REQUESTED ACTION:	Approval of policies, qualifying criteria, and project eligibility for the 2020 Regional Solicitation
RECOMMENDED MOTION:	That TAB adopt the attached policies, qualifying criteria, and project eligibility for the 2020 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: Along with the scoring criteria and measures and their scoring values that TAB must approve are qualifying requirements, project eligibility, and other policy concerns.

Attached are three draft sections of the Regional Solicitation: Introduction, Qualifying Requirements, and Forms. Key changes to consider, shown tracked in the attachments, include:

1. Remove the $10M bridge minimum. The Policy Work Group recommended eliminating this past requirement in order to give TAB more flexibility in project selection and for Bridges to be treated consistently with the other application categories. (Page 7)
2. Change the ADA transition plan requirement from “substantially working towards” to “complete.” This change was described as part of the 2018 packet to give agencies adequate time to complete their plans. (Page 34)
3. Include a qualifying criterion requiring all Multiuse Trails and Bicycle Facilities applications to include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. (Page 36)

In addition, Council staff received a question about one of the current rules (shown below and on page 27). In practice there are projects in years 3 and 4 of the TIP that are not fully funded. The potential applicant suggests that projects in the out-years of the TIP should be eligible to apply to complete their funding packages. Staff requests input from TAC F&P on this question.

> “The construction cost of projects listed in the region’s draft or adopted TIP is assumed to be fully funded. TAB will not consider projects already listed in the draft or adopted TIP, nor the reimbursement of advanced construction funds for those projects, for funding through the solicitation process.”

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

ROUTING

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

Introduction to the Regional Solicitation for Transportation Projects

July 10, 2019

The Regional Solicitation is a competitive process to award ~~for~~ federal transportation ~~project~~ funding to projects that meet regional transportation needs. The solicitation is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The online application can be accessed at: https://metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation.aspx

Federal Program Overview

As authorized by the most recent federal surface transportation funding act, Fixing America's Surface Transportation (FAST) Act, projects will be selected for funding as part of two federal programs: Surface Transportation Block Grant Program (STBGP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Transportation Alternatives Program (TAP) was folded into STBGP in the FAST Act. It is assumed that federal funding will continue to be available in 2024 and 2025, but there is no money set aside at the current time with current federal legislation.

Connection to the Regional Policy

The Regional Solicitation process and criteria were overhauled in 2014 to reflect new federal guidance and regional goals. These regional goals were defined through *Thrive MSP 2040*, the regional development framework for the metropolitan area. The region's long-range transportation plan, the *2040 Transportation Policy Plan (TPP)*, was developed to meet federal requirements but also reflect and help implement the regional goals established in *Thrive.* It is useful to understand the intent behind both *Thrive* and the *TPP* to ensure that all projects funded through the Regional Solicitation meet these shared goals. These funds are intended to implement the region's transportation plan and to address local problems identified in required comprehensive plans.

While there are national goals for the region's transportation system, including the implementation of a performance-based planning approach to investments, federal legislation requires metropolitan areas to set their own goals. Projects funded through the Regional Solicitation do not need to be specifically named in the *TPP* because they must prove consistency with regional goals and policies to pass the qualifying review step of the Regional Solicitation process. In addition, the goals of the *TPP* are strongly reflected in the prioritizing criteria used to select projects shown in the following table.

TABLE 1: REGIONAL SOLICITATION CONNECTION TO REGIONAL POLICY

Prioritizing Criteria	Thrive Outcomes	TPP Goals
Role in the Regional Transportation System and Economy	– Prosperity – Livability	– Access to Destinations – Competitive Economy
Usage	– Livability – Prosperity	– Access to Destinations – Competitive Economy
Equity and Housing Performance	– Equity – Livability	– Access to Destinations – Leveraging Transportation Investments to Guide Land Use
Infrastructure Age	– Stewardship – Sustainability	– Transportation System Stewardship
Congestion Reduction/Air Quality	– Prosperity – Livability	– Healthy Environment – Competitive Economy
Safety	– Livability – Sustainability	– Safety and Security
Multimodal Facilities and Existing Connections	– Prosperity – Equity – Livability – Sustainability	– Access to Destinations – Transportation and Land Use – Competitive Economy
Risk Assessment	– Stewardship	– Transportation System Stewardship
Cost Effectiveness	– Stewardship	– Transportation System Stewardship

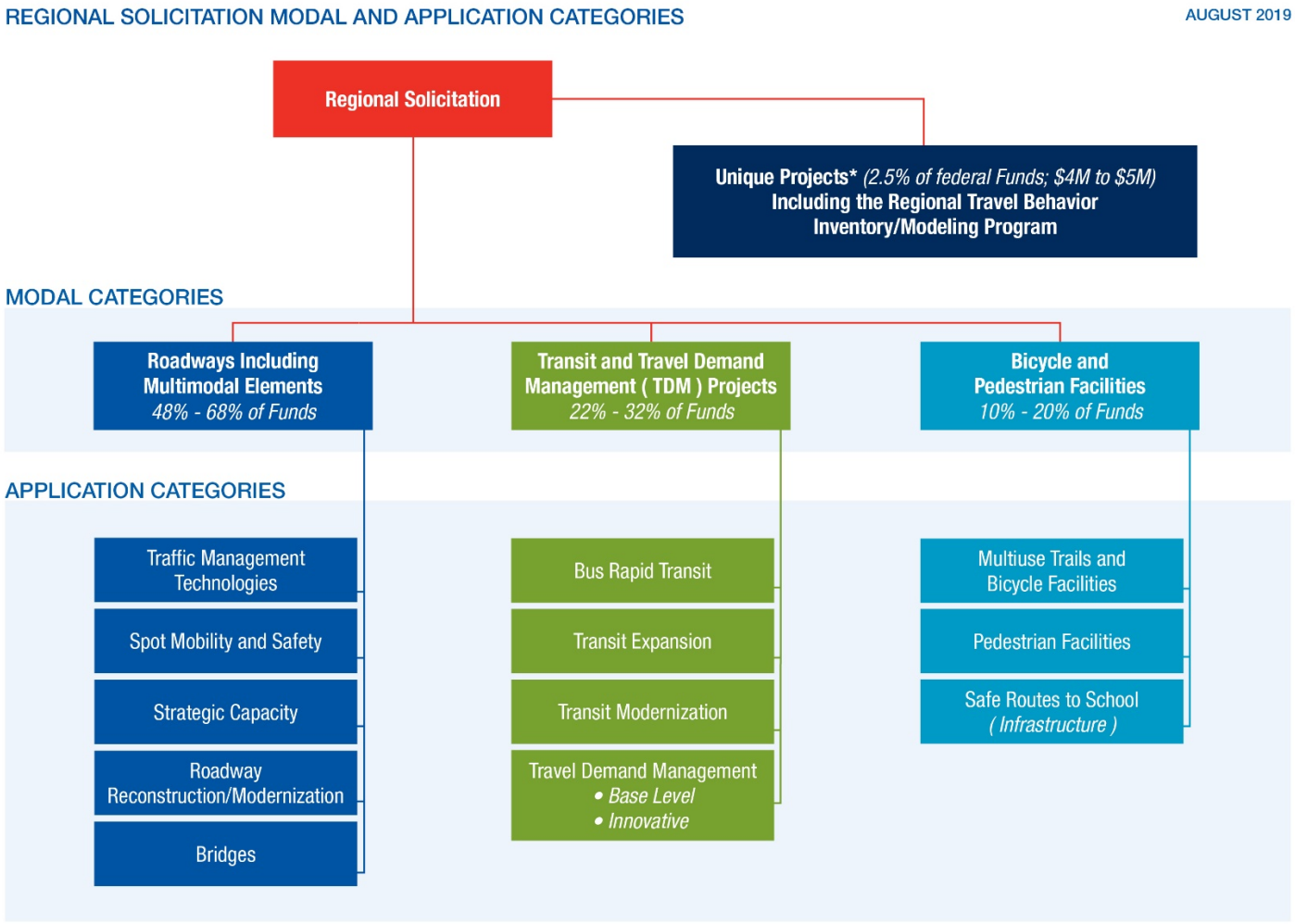
Modal Categories and Application Categories

As depicted in on the following page, the applications are grouped into three primary modal categories:

1. Roadways Including Multimodal Elements
2. Transit and Travel Demand Management (TDM) Projects
3. Bicycle and Pedestrian Facilities

Each of these modal categories includes three to ~~four~~ five application categories for a total of ~~10~~ 12 categories. Applicants for the Regional Solicitation will select the appropriate application category for their proposed project based on the mode requiring the largest percentage of cost. For instance, a roadway reconstruction project that includes a new sidewalk would apply under the Roadway Reconstruction/ Modernization application category because the roadway improvements are the largest cost for the project. If an applicant submits a project in the incorrect application category, the application may be disqualified. It is advised that applicants contact Metropolitan Council staff prior to submission if there are any questions about which application category is the most appropriate for their project.

Figure 1: TAB-Approved Application Categories



*Unique projects are projects that do not fit in the scoring measures for other application categories. TAB will accept applications in the 2022 Solicitation for Unique projects to be funded with federal funds in 2024 and 2025.

Funding Availability, Minimums, and Maximums

A total of approximately $200 million in federal funds is anticipated to be available in this solicitation for program years 2024 and 2025. As shown in Table 2, modal funding ranges have been established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode. TAB reserves the right to adjust these modal funding levels depending on the amount and quality of projects submitted. ~~In addition, TAB approved allocating minimum of $10 million to the Bridge Rehabilitation/Replacement application category, with this money coming from Roadways Including Multimodal Elements.~~ Base-level 2024 and 2025 TDM funding for the TMOs and Metro Transit will be taken out of the Transit and TDM category for the next solicitation. Additionally, there is $1.2 million of TDM funding that is available for 2022 and 2023 for innovative projects from the previous solicitation.

TABLE 2: MODAL FUNDING LEVELS*

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

** 2.5% ($4M-$5M) will be set aside for unique projects out of the total funds available, leaving the remaining funds to be distributed to the above modes within the percentage ranges shown. Amounts shown assume that some level of overprogramming will occur, but TAB will determine the exact amount as part of project selection.*

Within Roadways Including Multimodal Elements, at least one project will be funded from each of the five eligible functional classifications: A-minor arterial augmentors, connectors, expanders, and relievers, as well as non-freeway principal arterials.

Within the Transit modal category, there is a new Bus Rapid Transit program. A Transit New Market guarantee was also established to ensure that at least one transit expansion project is funded that serves suburban areas (i.e., Transit Market Areas 3, 4, or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center).

For the first time, 2.5% of the total available funds available will be set-aside for Unique Projects, including the Travel Behavior Inventory/Regional Travel Model. These 2024 and 2025 funds will be allocated as part of the 2022 Regional Solicitation, closer to project implementation. TAB will first approve a funding level for the Travel Behavior Inventory/Regional Travel Model and then the remaining funds will be considered for any submitted Unique Projects. TAB may elect to fund Unique Projects at an amount lower than 2.5% (approximately $4.5 million), depending on the amount and quality of the submittals. Details on project selection and eligibility will be worked out prior to the 2022 funding cycle.

Table 3 shows the minimum and maximum federal award for application categories that applicants can apply for as part of the Regional Solicitation. The values do not account for 20 percent local match minimum that applicants must contribute to the project.

TABLE 3: REGIONAL SOLICITATION FUNDING AWARD MINIMUMS AND MAXIMUMS

Modal Categories	Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Traffic Management Technologies (Roadway System Management)	$250,000	$~~7,0~~3,500,000
	Spot Mobility and Safety	$1,000,000	$3,500,000
	Strategic Capacity (Roadway Expansion)	$1,000,000	$~~7~~10,000,000
	Roadway Reconstruction/ Modernization ~~and Spot Mobility~~	$1,000,000	$7,000,000
	Bridge Rehabilitation/Replacement	$1,000,000	$7,000,000
Transit and TDM Projects	Bus Rapid Transit Program	TBD	TBD
	Transit Expansion	$500,000	$7,000,000
	Transit Modernization	$~~100~~500,000	$7,000,000
	Travel Demand Management (TDM)	$~~75~~100,000	$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	$250,000	$~~5,5~~4,000,000
	Pedestrian Facilities	$250,000	$1,000,000
	Safe Routes to School (Infrastructure Projects)	$250,000	$1,000,000

The following pages include definitions, examples, and scoring overviews of each of the application categories.

Traffic Management Technologies

Definition: An intelligent transportation system (ITS) or similar projects that primarily benefit roadway users. Roadway System Management projects can include project elements along a continuous route (could be more than one roadway) or defined geographic area such as a downtown area. The system management project must make improvements to at least one A-minor arterial or non-freeway principal arterial as part of the project. Projects that are more transit-focused must apply in the Transit Modernization application category.

Examples of Traffic Management Technologies Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and pedestrians
- New or replacement traffic management centers
- Other emerging ITS technologies
- New or replacement traffic communication
- New or replacement closed-circuit television (CCTV) cameras
- New or replacement variable message signs and other traveler information improvements
- New or replacement detectors
- Incident management coordination
- Vehicle-to-infrastructure technology

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**175**	**16%**
Measure A - Functional classification of project	50	
Measure B - Regional Truck Corridor Study tiers	50	
Measure C - Integration within existing traffic management systems	50	
Measure D - Coordination with other agencies	25	
2. Usage	**125**	**11%**
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits~~	~~30~~50	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
4. Infrastructure Age	**75**	**7%**
Measure A - Date of construction	75	
5. Congestion Reduction/Air Quality	**200**	**18%**
Measure A - Vehicle delay reduced	150	
Measure B - Kg of emissions reduced	50	
6. Safety	**200**	**18%**
Measure A - Crashes reduced	50	
Measure B – Safety issues in project area	150	
7. Multimodal Elements and Existing Connections	**50**	**5%**

Criteria and Measures	Points	% of Total Points
Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
8. Risk Assessment	**75**	**7%**
Measure A- Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Spot Mobility and Safety

Definition: An at-grade intersection or corridor-level intersection improvement project that focuses on mobility and safety (described as a Regional Mobility project under Spot Mobility in the TPP). New interchanges or projects that add new thru lane capacity (e.g., two-lane to four-lane expansions) should apply in the Strategic Capacity application category. Projects that address mobility and safety at multiple intersections on a corridor are encouraged. However, projects that propose to reconstruct the roadway for the length of the corridor should apply in the Roadway Reconstruction/Modernization application category.

Examples of Spot Mobility and Safety Projects:

- New or extended turn lanes at one or more intersections
- New intersection controls such as roundabouts or traffic signals
- Unsignalized or signalized reduced conflict intersections
- Other innovative/alternative intersection designs such as green t-intersections

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**175**	**16%**
Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or Congestion Management Safety Plan Opportunity Areas	100	
Measure B - Regional Truck Corridor Study Tiers	75	
2. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations	50	
Measure B - Housing Performance Score / affordable housing connection	50	
3. Congestion Reduction/Air Quality	**275**	**25%**
Measure A - Vehicle delay reduced	200	
Measure B - Kg of emissions reduced	75	
4. Safety	**275**	**25%**
Measure A - Crashes reduced	225	
Measure B - Pedestrian Crash Reduction (Proactive)	50	
5 Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
7 Cost Effectiveness	**100**	**9%**
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Strategic Capacity (Roadway Expansion)

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

Examples of Roadway Expansion Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**210**	**19%**
Measure A – Congestion within Project Area, Level of Adjacent Congestion, ~~and~~ or Principal Arterial Intersection Conversion Study Priorities	80	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students	50	
Measure C - Regional Truck Corridor Study Tiers	80	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~30~~50	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
4. Infrastructure Age	**40**	**4%**
Measure A - Date of construction	40	
5. Congestion Reduction/Air Quality	**150**	**14%**
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	**150**	**14%**
Measure A - Crashes reduced	~~150~~120	
Measure B – Pedestrian Crash Reduction (Proactive)	30	
7. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**9%**

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

Roadway Reconstruction/Modernization ~~and Spot Mobility~~

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

Examples of Roadway Reconstruction/Modernization ~~and Spot Mobility~~ Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**~~170~~105**	**~~15~~10%**
~~Measure A - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas~~	~~65~~	
Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs	~~40~~65	
Measure C - Regional Truck Corridor Study Tiers	~~65~~40	
2. Usage	**175**	**16%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits~~	~~30~~50	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
4. Infrastructure Age/Condition	**~~150~~175**	**~~14~~16%**
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	~~100~~125	
5. Congestion Reduction/Air Quality	**80**	**7%**
Measure A - Vehicle delay reduced	50	
Measure B - Kg of emissions reduced	30	
6. Safety	**~~150~~180**	**~~14~~16%**
Measure A - Crashes reduced	150	

Criteria and Measures	Points	% of Total Points
Measure B – Pedestrian Crash Reduction (Proactive)	30	
7. Multimodal Elements and Existing Connections	**~~100~~110**	**~~9~~10%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	~~100~~110	
8. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Bridge Rehabilitation/Replacement

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

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

Examples of Bridge Rehabilitation/Replacement Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**195**	**18%**
Measure A - Distance to the nearest parallel bridge	100	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and post-secondary students	30	
Measure C - Regional Truck Corridor Study tiers	65	
2. Usage	**130**	**12%**
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	**100**	**9%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~30~~50	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
4. Infrastructure Condition	**400**	**36%**
Measure A – Bridge Sufficiency Rating	300	
Measure B – Load-Posting	100	
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
6. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Bus Rapid Transit Program

Definition: A transit project that builds the initial elements of a bus rapid transit line identified in the Transportation Policy Plan (TPP) or an extension of an existing bus rapid transit line. All forms of bus rapid transit in the TPP are eligible for funding through this program, including dedicated, highway, and arterial bus rapid transit, notwithstanding the following:

- Projects that are seeking federal Capital Investment Grants (CIG) program funding are ineligible for funding in this category for the CIG-funded project.
- Transit improvements on existing lines, such as new stations, expanded park-and-rides, or added customer amenities, are also ineligible in this category and must apply in Transit Expansion or Transit Modernization.

The list of eligible projects as of the Regional Solicitation release is listed below. These projects are ineligible from submitting applications under the Transit Expansion and Transit Modernization application categories. However, Transit Expansion projects may be submitted for supporting or connecting bus service to these projects and to pilot a demonstration service in a future BRT corridor.

Bus Rapid Transit Program Projects:

- D Line (Chicago-Emerson-Fremont) Arterial BRT
- B Line (Lake Street/Marshall Avenue) Arterial BRT
- E Line (Hennepin Avenue) Arterial BRT
- American Boulevard Arterial BRT
- Central Avenue NE Arterial BRT
- East 7th Street Arterial BRT
- Nicollet Avenue Arterial BRT
- Robert Street Arterial BRT
- West Broadway Arterial BRT
- METRO Red Line Extension
- METRO Orange Line Extension
- Red Rock Bus Rapid Transit
- Highway 169 Highway Bus Rapid Transit
- I-35W North Highway Bus Rapid Transit
- I-394/Highway 55 Highway Bus Rapid Transit
- Highway 36 Highway Bus Rapid Transit

Scoring:

Bus rapid transit projects will not be evaluated with a scored application. A funding amount (or range) will be adopted with the Regional Solicitation release and the final allocation to specific projects will be adopted with the Regional Solicitation project selection.

Transit Expansion

Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep is not eligible. Projects that deliver elements of a future bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes BRT lines may be eligible. Improvements to existing BRT lines are eligible but extensions to existing BRT lines are not eligible. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.

Projects that intend to apply as "New Market" projects must submit a project description that verifies the New Market definition, which will be reviewed as part of the qualifying review. Generally, New Market projects must be serving a new geography or market and at least provide service or improvements in Transit Market Area 3, 4, or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center (see Transportation Policy Plan, Appendix G for more details). The New Market definition excludes projects that improve or provide only peak-direction commute express service that is oriented to downtown Minneapolis (including the U of MN) or downtown Saint Paul.

Examples of Transit Expansion Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**350**	**32%**
Measure A - New Annual Riders	350	
3. Equity and Housing Performance	**200**	**18%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and projects benefits~~	~~130~~150	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
4. Emissions Reduction	**200**	**18%**
Measure A - Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Bicycle and pedestrian elements of the project and connections	100	

6. Risk Assessment	**50**	**5%**
Measure A - Risk Assessment Form	50	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total annual project cost)	100	
Total	**1,100**	

Transit Modernization

Definition: A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not eligible. Projects that deliver elements of a future bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes BRT lines may be eligible. Improvements to existing BRT lines are eligible but extensions to existing BRT lines are not eligible. Projects associated wholly or in part with new service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. Council staff can be consulted before the application deadline to determine a project's eligibility.

Examples of Transit Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- Intelligent transportation system (ITS) measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**100**	**9%**
Measure A - Connection to Jobs and Educational Institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	**325**	**30%**
Measure A - Total existing annual riders	325	
3. Equity and Housing Performance	**175**	**16%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits~~	~~105~~125	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
4. Emissions Reduction	**50**	**5%**
Measure A – Description of emissions reduced	50	
5. Service and Customer Improvements	**200**	**18%**
Measure A - Project improvements for transit users	200	
6. Multimodal Facilities and Connections	**100**	**9%**
Measure A - Bicycle and pedestrian elements of the project and connections	100	
7. Risk Assessment	**50**	**5%**
Measure A - Risk Assessment Form	50	
8. Cost Effectiveness	**100**	**9%**

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

Travel Demand Management (TDM)

Definition: Travel demand management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.

Examples of TDM Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**200**	**18%**
Measure A - Ability to capitalize on existing regional transportation facilities and resources	200	
2. Usage	**100**	**9%**
Measure A - Users	100	
3. Equity and Housing Performance	**150**	**14%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~80~~100	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
4. Congestion Reduction/Air Quality	**300**	**27%**
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	150	
5. Innovation	**200**	**18%**
Measure A - Project innovations and geographic expansion	200	
6. Risk Assessment	**50**	**5%**
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Multiuse Trails and Bicycle Facilities

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

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 - Identify location of project relative to Regional Bicycle Transportation Network	200	
2. Potential Usage	**200**	**18%**
Measure A - Existing population and employment within 1 mile	~~150~~200	
~~Measure B – Snow and ice control~~	~~50~~	
3. Equity and Housing Performance	**120**	**11%**
Measure A - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~50~~70	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
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/Public Engagement	**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**	

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

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

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 - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~50~~70	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
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**	

Safe Routes to School (Infrastructure Projects)

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

Examples of Safe Routes to School Infrastructure Projects:

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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Relationship between Safe Routes to School Program Elements	**250**	**23%**
Measure A - Describe how project addresses 5 Es* of SRTS program	150~~250~~	
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 - Benefits and outreach to disadvantaged populations~~Connection to disadvantaged populations and project's benefits, impacts, and mitigation~~	~~50~~70	
Measure B - Housing Performance Score/ affordable housing connection	~~70~~50	
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.*

Project applicants can also "bundle" two or more projects together, but they must either be ~~to meet the funding minimum. Bundled projects must fall into one of two types~~:

- Projects located along the same corridor (e.g., filling multiple trail gaps along a trail corridor or projects at stops/stations along a transit route)
- Similar improvements within a defined neighborhood or downtown area (e.g., adding benches along the sidewalks in a downtown area)

Traffic management technologies projects are exempt from the bundling rules.

Bundling of independent projects that ~~can each meet the project minimum and~~ are not related to one another as described above are not allowed. For eligible bundled projects, when doing scoring of multiple locations, an average will be used for geographically based measures.

Applicants are encouraged to contact TAB Coordinator Elaine Koutsoukos (Elaine.koutsoukos@metc.state.mn.us; 651-602-1717) if they have questions regarding project bundling.

General Process and Rules

1. TAB selected 57 transportation projects as part of the 2018 Regional Solicitation. An evaluation process took place in the Spring and Summer of 2019 to continue to improve all aspects of the Regional Solicitation including the scoring criteria. The following are the major changes that are implemented in the 2020 Regional Solicitation:
    - Required completion of an ADA transition plan as a qualifying criterion. Only substantial work toward completion of a plan was required in the last funding cycle.
    - Added a new Bus Rapid Transit program category.
    - Started a Transit New Market guarantee that ensures that at least one transit project is funded that serves suburban areas (i.e., Transit Market Areas 3, 4 or 5, Emerging Market Area 2 or 3, or a Freestanding Town Center).
    - Set aside 2.5% of the total available funds for Unique Projects, including the Travel Behavior Inventory/Regional Travel Model. These 2024 and 2025 funds will be allocated as part of the 2022 Regional Solicitation, closer to project implementation.
    - Improved the equity scoring measure to focus less on geography and more on the benefits and outreach specific to the project.
    - Added as a qualifying criterion that Multiuse Trails and Bicycle Facilities project sponsors include a letter from the operator of the facility confirming that they will maintain trails for year-round bicycle and pedestrian use, including snow and ice control .
    - Eliminated the $10 million minimum set-aside for the Bridge application category.
    - Added a new roadways application category, Spot Mobility and Safety, with a minimum award of $1M and a maximum federal award of $3.5M.
    - Change the following federal award limits:
        - Decreased the Traffic Management Technologies maximum federal award from $7M to $3.5M.
        - Increased the Strategic Capacity (Roadway Expansion) maximum federal award from $7M to 10M.
        - Decreased the Multiuse Trail and Bicycle Facilities maximum award from $5.5M to $4M

    - Increased the Transit Modernization minimum award from $100,000 to $500,000.
    - Increased the TDM minimum award from $75,000 to $100,000.
  - Began implementation of the region's Congestion Management Process (CMP) using a new congestion measure in the roadway applications.
  - Added a new pedestrian safety measure in the roadway application categories to emphasize the regional need for improved pedestrian safety.
  - Included a new provision in the roadway Cost Effectiveness measure that allows projects that have been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), to reduce the total project cost for the purposes of the scoring measure by the amount of the outside funding award.
  - Added a new sub-part to the Risk Assessment measure that asks applicants about public and stakeholder involvement on the proposed project.
  - Included the Bike Barriers Study into the scoring in the Multiuse Trails and Bicycle Facilities application category and the roadways application (Multimodal Facilities and Connections measure).
2. Project sponsors must incur the cost of the project prior to repayment. Costs become eligible for reimbursement only after a project has been approved by MnDOT State-Aid and the appropriate USDOT modal agency.
3. The construction cost of projects listed in the region's draft or adopted TIP is assumed to be fully funded. TAB will not consider projects already listed in the draft or adopted TIP, nor the reimbursement of advanced construction funds for those projects, for funding through the solicitation process.
4. Projects may apply for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), but projects can only be awarded funds from one of the two programs.
4.5. Projects selected to receive federal funding through this solicitation will be programmed in the regional TIP in years 2024 and 2025, taking into consideration the applicant's request and the TAB's balancing of available funds.
5.6. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope or cost of an approved project as described in TAB's Scope Change Policy. http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Scope-Change-Policy.aspx
6.7. **A project will be removed from the program if it does not meet its program year.** The program year aligns with the state fiscal year. For example, if the project is programmed for 2024 in the TIP, the project program year begins July 1, 2023, and ends June 30, 2024. Projects selected from this solicitation will be programmed in 2024 and 2025. The Regional Program Year Policy outlines the process to request a one-time program year extension. http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-(PDF-154-KB).aspx
7.8. Applicants for transit projects should be aware of the schedule and associated time lag for receiving federal funds for transit vehicle and transit operating projects. Applicants are encouraged to contact Michael Hochhalter at the Metropolitan Council Michael.hochhalter@metc.state.mn.us or 651-602-1961) for more details on selecting a preferred program year as part of the application given this time lag.

~~8.~~9. Transit projects will be given an opportunity to have their ridership projections reviewed by Council staff prior to submittal in order to determine whether the scoring methodology is sound. Any applicant wanting to have an optional review should submit draft ridership information to the TAB Coordinator two weeks prior to the application deadline.

~~9.~~10. The announcement of funding availability is posted on the Metropolitan Council website and emailed to local stakeholders.

~~10.~~11. The applicant must show that the project meets all of the qualifying requirements of the appropriate application category to be eligible to be scored and ranked against other projects. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee Funding & Programming (TAC F&P) Committee meeting.

~~11.~~12. A set of prioritizing criteria with a range of points assigned is provided for each application category. The applicant must respond directly to each prioritizing criterion in order for it to be scored and receive points. Projects are scored based on how well the response meets the requirements of the prioritizing criteria and, in some cases, how well the responses compare to those of other qualifying applications in the same project application category.

~~12.~~13. Members of the TAC Funding and Programming Committee or other designees will evaluate the applications and prepare a ranked list of projects by application category based on a total score of all the prioritizing criteria. The TAC will forward the ranked list of projects with funding options to TAB. TAB may develop its own funding proposals. TAB will then recommend a list of projects to be included in the region's TIP ~~to receive federal funds~~and the Metropolitan Council concurs. TAB submits the Draft TIP to the Metropolitan Council for concurrence.

~~13.~~14. TAB may or may not choose to fund at least one project from each application category.

~~14.~~15. Scoring committees have the option to recommend a deviation from the approved scoring guidance if a rationale for the deviation is provided to the TAC Funding and Programming Committee.

~~15.~~16. For many of the quantitative measures in the Regional Solicitation, the scoring guidance gives the top project 100% of the points and the remaining projects a proportionate share of the full points. If there is a high-scoring outlier on a particular measure, the scorer will have the option to prorate the other scores based on the second highest scoring project instead of the top project.

~~16.~~17. TAB will only fund a roadway or bridge project on a roadway that is spaced at least 3.5 miles away from the center point of another funded project on the same roadway (only applies to two separate applications selected in the same solicitation).

~~17.~~18. TAB will not fund more than one transit capital project in a transitway corridor (only applies to two separate applications selected in the same solicitation).

~~18.~~19. TAB will not fund more than one bicycle or pedestrian facility project in the same corridor (only applies to two separate applications selected in the same solicitation). For trails, a funded project may be on the same trail facility as another funded project as long as the two projects serve different users and destinations.

Project Schedule

Table 4 shows the key milestones in the Regional Solicitation review, scoring, and selection process. All applications are due by 4:00 P.M. on April 16, 2020*.

TABLE 4: REGIONAL SOLICITATION SCHEDULE

Date	Process
2/1/2020 (Tentative)	**Applicants can obtain on-line access at this time.**
4/09/2020	**Applicants must apply for on-line access by 4:00 P.M.**
4/16/2020	**Application deadline – 4:00 P.M.**
4/22/2020	Qualifying reviews begin.
5/14/2020	Qualifying review completed (staff notify applicants that do not qualify).
5/21/2020	TAC F&P Committee meeting: Qualifying appeals heard.
5/25/2020	Scoring committees begin evaluating all qualified applications.
7/5/2020	Scoring completed. Staff prepares results for TAC F&P Committee meeting (7/16/20).
7/17/2020	TAC F&P releases project scores.
7/17/2020	Scores distributed to applicants; appeal period begins.
7/31/2020	Scoring appeal deadline.
8/20/2020	TAC F&P Committee meeting: Scoring appeals reviewed, funding options developed.
9/17/2020	TAC F&P considers funding options presented by staff and votes to eliminate, modify or create options and forwards them to the TAC.
10/7/2020	TAC review of funding options and recommendation to TAB.
10/21/2020	TAB approval of funding recommendations and direct staff to include them into the draft 2021-2024 TIP. Council concurrence on 12/9/2020.

*Subject to change based on TAB and Metropolitan Council approval.

Contacts

For general questions about the Regional Solicitation or to request special accommodation in using the Webgrants application submittal system, please contact:

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101
(651) 602-1717

Elaine.Koutsoukos@metc.state.mn.us

Technical Assistance Contacts

Table 5 provides contacts for technical assistance in providing necessary data in order to address various prioritizing criteria. Before contacting any technical expert below, please use existing local sources. Local experts in many cases are the appropriate contact for much of the data needed to respond to criteria. In some instances, it may take five or more workdays to provide the requested data. Please request data as soon as possible.

TABLE 5. TECHNICAL ASSISTANCE CONTACTS

Subject	Name	Agency	Email	Phone Number
General	Elaine Koutsoukos Joe Barbeau	TAB Met Council	Elaine.koutsoukos@metc.state.mn.us Joseph.barbeau@metc.state.mn.us	(651) 602-1717 (651) 602-1705
Traffic Volumes				
Freeways	Jason Junge	MnDOT	Jason.Junge@state.mn.us	(651) 234-7875
State Roads	Christy Prentice Gene Hicks	MnDOT MnDOT	Christy.prentice@state.mn.us Gene.hicks@state.mn.us	(651) 366-3844 (651) 366-3856
Heavy Commercial	John Hackett	MnDOT	John.Hackett@state.mn.us	(651) 366-3851
2040 Projections	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Synchro	Kevin Schwartz	MnDOT	Kevin.schwartz@state.mn.us	(651) 234-7840
Crashes	Cherzon Riley	MnDOT	Cherzon.riley@state.mn.us	(651) 234-7836
Freeway Management	Terry Haukom	MnDOT	Terry.haukom@state.mn.us	(651) 234-7980
Trunk Highway Traffic Signals				
Signal Operations	Mike Fairbanks	MnDOT	Mike.Fairbanks@state.mn.us	(651) 234-7819
Signal/Lighting Design	Michael Gerbensky	MnDOT	Michael.gerbensky@state.mn.us	(651) 234-7816
State Aid Standards	Colleen Brown	MnDOT	Colleen.brown@state.mn.us	(651) 234-7779
Bikeway/Walkway Standards	Gina Mitteco	MnDOT	Gina.mitteco@state.mn.us	(651) 234-7878
Interchange Approvals	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793
Safe Routes to School	Dave Cowan	MnDOT	Dave.Cowan@state.mn.us	(651) 366-4180

Subject	Name	Agency	Email	Phone Number
Regional Bicycle Transportation Network and Bicycle Barriers	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1756
Housing Performance Scores	Hilary Lovelace	Met Council	hilary .lovelace@metc.state.mn.us	(651)-602-1555
Equity Measures	Heidi Schallberg	Met Council	Heidi.schallberg@metc.state.mn.us	(651)602-1721
Demographics by TAZ	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Transit Ridership	Daniel Pena	Met Council	daniel.pena@metc.state.mn.us	(651) 602-1721
Transit Funding Timeline	Michael Hochhalter	Met Council	Michael.hochhalter@metc.state.mn.us	(651) 602-1961
Emissions Data	Mark Filipi	Met Council	Mark.Filipi@metc.state.mn.us	(651) 602-1725
Principal Arterial Intersection Conversion Study	Steve Peterson	Met Council	Steven.peterson@metc.state.mn.us	(651) 602-1819
Regional Truck Highway Corridor Study	Steve Elmer	Met Council	Steven.elmer@metc.state.mn.us	(651) 602-1756
Congestion Management Safety Plan	Michael Corbett	MnDOT	Michael.J.Corbett@state.mn.us	(651) 234-7793

Qualifying Requirements

July 10, 2019

The applicant must show that the project meets all of the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee (TAC) Funding & Programming Committee meeting. For questions contact Elaine Koutsoukos at Elaine.Koutsoukos@metc.state.mn.us.

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

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (~~2015~~2018), the 2040 Regional Parks Policy Plan (~~2015~~2018), and the 2040 Water Resources Policy Plan (2015). https://metrocouncil.org/Planning/Projects/Thrive-2040.aspx

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project. Briefly ~~l~~list the goals, objectives, strategies, and associated pages):
3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages):
4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

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

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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1.

Table 1: Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	Regional Solicitation		
	Application Categories	**Minimum Federal Award**	**Maximum Federal Award**
Roadways Including Multimodal Elements	Traffic Management Technologies (Roadway System Management)	$250,000	$~~7~~3,5000,000
	Spot Mobility and Safety	$1,000,000	$3,500,000
	Strategic Capacity (Roadway Expansion)	$1,000,000	$~~7~~10,000,000
	Roadway Reconstruction/ Modernization ~~and Spot Mobility~~	$1,000,000	$7,000,000
	Bridges Rehabilitation/ Replacement	$1,000,000	$7,000,000
Transit and TDM Projects	Bus Rapid Transit Program	TBD	TBD
	Transit Expansion	$500,000	$7,000,000
	Transit Modernization	$~~100~~500,000	$7,000,000
	Travel Demand Management (TDM)	$~~75~~100,000	$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	$250,000	$~~5,500,000~~4,000,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	$250,000	$1,000,000
	Safe Routes to School	$250,000	$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a ~~, or be substantially working towards, completing a~~ current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

   ☐ The applicant is a public agency that employs 50 or more people and has ~~an~~ a completed~~adopted~~ ADA transition plan that covers the public right of way/transportation. Date plan ~~adopted~~ completed by governing body and link to plan: _____

   ☐ The applicant is a public agency that employs 50 or more people and does not have a completed ADA transition plan that covers the public right of way/transportation. ~~Date plan adopted by governing body: _____ is currently working towards completing an ADA transition plan that covers the public rights of way/transportation. Date process started _____ Date of anticipated plan completion/adoption: _____~~

   ☐ The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation. Date self-evaluation completed and link to plan: _____

   ☐ The applicant is a public agency that employs fewer than 50 people and does not have a completed~~is working towards completing an~~ ADA self-evaluation that covers the public rights of way/transportation. ~~Date process started _____ Date of anticipated plan completion/adoption: _____~~

   ☐ *(TDM Applicants Only)* The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

10. The project must be accessible and open to the general public.

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

    Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

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

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

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

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

4. **Bridge Rehabilitation/Replacement projects only:** The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

5. **Bridge Rehabilitation/Replacement projects only:** The length of the bridge must equal or exceed 20 feet.

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

6. **Bridge Rehabilitation/Replacement projects only**: The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

7. ~~**Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:**~~ All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Bicycle and Pedestrian Facilities Projects Only

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

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

2. **Multiuse Trails on Active Railroad Right-of-Way:** All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

   ☐ Check the box to indicate that the project meets this requirement. (Attach agreement)

   ☐ Check the box to indicate that the project is not in active railroad right-of-way.

3. **Multiuse Trails and Bicycle Facilities projects only:** All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt.

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

~~3.~~4. **Safe Routes to School projects only:** All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

~~4.~~5. **Safe Routes to School projects only:** All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey

available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

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

Transit and Travel Demand Management (TDM) Projects Only

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

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

2. **Transit Expansion projects only:** The applicant must have the capital and operating funds necessary to implement the entire project ~~and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds~~.

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

3. **Transit Expansion and Transit Modernization projects only:** The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

4. **Transit Expansion and Transit Modernization projects only:** The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

5. **Travel Demand Management projects only:** The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

6. **Travel Demand Management projects only:** The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

Application: Regional Solicitation for Transportation Projects in ~~2022~~ 2024 and ~~2023~~2025

Complete and submit the following online application **by 4:00 PM on ~~July~~ April X~~13~~, ~~2018~~2020**.

For questions contact Elaine Koutsoukos at Elaine.Koutsoukos@metc.state.mn.us.

PROJECT INFORMATION

1. PROJECT NAME:
2. PRIMARY COUNTY WHERE THE PROJECT IS LOCATED: (Select from drop down list)
3. CITIES OR TOWNSHIPS WHERE THE PROJECT IS LOCATED:
4. JURISDICTIONAL AGENCY (IF DIFFERENT THAN THE APPLICANT):
5. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. – limit to 400 words):
6. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION – will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.~~(Link)~~:
7. PROJECT LENGTH (to the nearest one-tenth of a mile):

PROJECT FUNDING

8. Are you applying for competitive funds from another source(s) to implement this project? Yes ☐ No ☐ If yes, please identify the source(s):
9. FEDERAL AMOUNT: $
10. MATCH AMOUNT: $ (Minimum of 20% of the project total)
11. PROJECT TOTAL: $
12. MATCH PERCENTAGE (Minimum of 20%): (Compute the match percentage by dividing the match amount by the project total)
13. SOURCE OF MATCH FUNDS (A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources):
14. PROGRAM YEARS (Check all years that are feasible): ☐ ~~2020~~ 2022 (TDM Only) ☐ ~~2021~~ 2023 (TDM Only) ☐ ~~2022~~ 2024 ☐ ~~2023~~2025
15. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): ☐ ~~2019~~ 2021 ☐ ~~2020~~ 2022 ☐ ~~2021~~2023

REQUIRED ATTACHMENTS

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below.

Each individual attachment must be saved as an 8.5''X11''pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted.

Documents to Upload Below:

1. SUMMARY:

- Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.

- A photograph showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant is agreeing to allow the Council to use this photograph. ~~If applicants wish to use a google street view, they should adhere to the copyright guidelines, on the Google website:~~

- ~~https://www.google.com/permissions/geoguidelines.html#streetview.~~

2. MAPS:

- A map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components upon completion of the project.

- All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Attachment/upload locations are placed throughout all appropriate web-based application forms. Attach additional maps here.

3. COORDINATION

- The applicant must include a letter of support from the agency that owns/operates the facility and/or the agency that will be operating the transit service (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.

- If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate/documentation of the competitive award.

- **For Transit Expansion projects that include service expansion only:** Applicants must provide a letter of support for the project from the transit provider that will commit to providing the service or manage the contract for the service provider.

- Transit projects including last-mile shuttle service, upload Letter of Commitment.

4. OTHER

- **For Roadway ~~Expansion, Roadway Reconstruction/Modernization, and Traffic Management Technologies (Roadway System Management)~~ projects only:** The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information. *This report must be attached within the web-based application form for Measure 5A (Congestion Reduction/Air Quality). Upload additional attachments for multiple intersection reports.*

- **For Roadway projects only:** The applicant should attach the listing of crashes, the B/C worksheet, and the crash modification factors used. *These documents must be attached within the web-based application form for Measure 6A (Crashes Reduced).*

- **For Bridge projects only**: The applicant should attach the latest Structure Inventory Report. *These documents must be attached within the web-based application form for Measure 4B (Bridge Sufficiency Rating).*

- **For Roadway projects only:** The applicant should attach documentation of any outside, competitive funding awarded to the project. This award amount can be used to reduce the total project cost for the purposes of the Cost Effectiveness scoring measure. *These documents must be attached within the web-based application form for the Cost Effectiveness Measure.*

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

- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.

- **For Safe Routes to School Projects only:** The completed travel tally and parent survey results from the SRTS planning process. The travel tally form can be found on the Minnesota Department of Transportation (MnDOT) SRTS website: http://saferoutesdata.org/downloads/SRTS_Two_Day_Tally.pdf. *The travel tally and parent survey results must be attached within the web-based application form for Measure 2A (Usage).*

Project Information Form – Bicycle and Pedestrian Facilities

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

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

NAME OF TRAIL/PED FACILITY: _____ (i.e., CEDAR LAKE TRAIL)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:_____

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

OR At: _____

MILES OF TRAIL (nearest 0.1 miles)_____

MILES OF TRAIL ON THE REGIONAL BICYCLE TRANSPORTATION NETWORK (nearest 0.1 miles)_____

Is this a new trail? (yes or no):_____

PRIMARY TYPES OF WORK _____
_____

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____ _____
NEW BRIDGE/CULVERT NO.: _____
STRUCTURE IS OVER/UNDER: _____

Project Information Form – Roadways Including Multimodal Elements

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

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

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

ROAD/ROUTE NO. _____ (i.e., 53 FOR CSAH 53)

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

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:_____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

MILES OF SIDEWALK (nearest 0.1 miles)_____

MILES OF TRAIL (nearest 0.1 miles)_____

MILES OF TRAIL ON THE REGIONAL BICYCLE TRANSPORTATION NETWORK (nearest 0.1 miles)_____

PRIMARY TYPES OF WORK _____

_____

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____
NEW BRIDGE/CULVERT NO.: _____
STRUCTURE IS OVER/UNDER: _____

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

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

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

NAME OF PARK AND RIDE OR TRANSIT STATION: _____

(i.e., MAPLE GROVE TRANSIT STATION)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:_____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

PRIMARY TYPES OF WORK _____

_____

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

Estimate of TAB-Eligible Project Costs

Fill out the scoping sheet below and provide the estimate of TAB-eligible costs for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Per TAB direction, the project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Please use ~~2018~~ 2020 cost estimates for all project elements including transit vehicle and operating costs.

It is important that applicants accurately break out costs for the project's various multimodal elements. ~~These costs will be used, in part, to help determine the score for the Multimodal Facilities scoring criterion. If no dollar amount is placed in the cost estimate form below, then it will be assumed that no multimodal elements are included with the project.~~

TAB-ELIGIBLE CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	**ITEM**	**COST**
Specific Roadway Elements		
☐	**Mobilization (approx. 5% of total cost)**	**$**
☐	**Removals (approx. 5% of total cost)**	**$**
☐	**Roadway (grading, borrow, etc.)**	**$**
☐	**Roadway (aggregates and paving)**	**$**
☐	**Subgrade Correction (muck)**	**$**
☐	**Storm Sewer**	**$**
☐	**Ponds**	**$**
☐	**Concrete Items (curb & gutter, sidewalks, median barriers)**	**$**
☐	**Traffic Control**	**$**
☐	**Striping**	**$**
☐	**Signing**	**$**
☐	**Lighting**	**$**
☐	**Turf - Erosion & Landscaping**	**$**
☐	**Bridge**	**$**
☐	**Retaining Walls**	**$**
☐	**Noise Wall (do not include in cost effectiveness measure)**	**$**
☐	**Traffic Signals**	**$**

☐	**Wetland Mitigation**	**$**
☐	**Other Natural and Cultural Resource Protection**	**$**
☐	**Railroad Crossing**	**$**
☐	**Roadway Contingencies**	**$**
☐	**Other Roadway Elements**	**$**
Specific Bicycle and Pedestrian Elements		
☐	**Path/Trail Construction**	**$**
☐	**Sidewalk Construction**	**$**
☐	**On-Street Bicycle Facility Construction**	**$**
☐	**Pedestrian Curb Ramps (ADA)**	**$**
☐	**Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)**	**$**
☐	**Pedestrian-Scale Lighting**	**$**
☐	**Streetscaping**	**$**
☐	**Wayfinding**	**$**
☐	**Bicycle and Pedestrian Contingencies**	**$**
☐	**Other Bicycle and Pedestrian Elements**	**$**
Specific Transit and TDM Elements		
☐	**Fixed Guideway Elements**	**$**
☐	**Stations, Stops, and Terminals**	**$**
☐	**Support Facilities**	**$**
☐	**Transit Systems (e.g. communications, signals, controls, fare collection, etc.)**	**$**
☐	**Vehicles**	**$**
☐	**Contingencies**	**$**
☐	**Right-of-Way**	**$**
☐	**Other Transit and TDM Elements**	**$**
TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS		**$**
Transit Operating Costs		
☐	Number of platform hours	
☐	Cost per platform hour (fully loaded costs)	**$**
	Subtotal - _____	**$**
☐	Other Costs – Administration, Overhead, etc.	**$**
	Total Transit Operating Costs	**$**
☐	**TDM Operating Costs**	**$**
TOTAL TAB-ELIGIBLE TRANSIT AND TDM OPERATING COSTS		**$**
TOTAL TAB-ELIGIBLE COSTS		**$**

ACTION TRANSMITTAL No. 2019-45

DATE:	August 12, 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: Guaranteed Funding
REQUESTED ACTION:	Decision on whether to continue to fund at least one roadway project in each functional classification and to fund at least one "new market" transit project.
RECOMMENDED MOTION:	That TAB continue to fund at least one roadway project in each functional classification and to fund at least one "new market" transit project.

BACKGROUND AND PURPOSE OF ACTION: Following the 2014 Regional Solicitation, TAC and TAB discussed the difficulty that applications along some roadway classifications, specifically A-minor connectors, had in scoring high enough to be funded. Therefore, for the 2016 Regional Solicitation, a policy was added stating that at least one project from each of the five eligible functional classifications must be funded to ensure that all parts of the system receive investment. This was continued in the 2018 funding cycle. In both Solicitations, the result was that an A-minor connector project was funded despite not being ranked high enough to be funded based on its score. The five eligible roadway classifications include:

- Non-freeway principal arterials
- A-minor augmentors
- A-minor connectors
- A-minor expanders
- A-minor relievers

During the Policy Work Group Process, a bus rapid transit (BRT) program was discussed. Along with this new program would come a guarantee that at least one "new market" expansion project would be funded. This would be a project that serves Transit Market Area (as defined in the TPP) III, IV, or V or a freestanding town center. Projects that serve Downtown Minneapolis, Downtown St. Paul, or the University of Minnesota would not be considered new market projects.

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

ROUTING

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

ACTION TRANSMITTAL No. 2019-46

DATE:	August 12, 2019
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	2020 Regional Solicitation: Release for Public Comment
REQUESTED ACTION:	Approval of the 2020 Draft Regional Solicitation for Release for Public Comment.
RECOMMENDED MOTION:	That TAB approve the draft 2020 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2019-39, 2019-40, 2019-41, 2019-42, 2019-43, 2019-44, and 2019-45) for release for public comment.

BACKGROUND AND PURPOSE OF ACTION: Staff asks that TAB release the Draft 2020 Regional Solicitation package for review and public comment. This package will solicit funding through the Surface Transportation Block Grant Program (STBGP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Regional Solicitation will be released for comment on September 23, with comments due November 6. After the public comment period, a revised draft solicitation package will be prepared for the TAB's November 20 meeting.

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

ROUTING

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

ACTION TRANSMITTAL No. 2019-47

DATE:	August 12, 2019
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	2020 Highway Safety Improvement Program (HSIP) Application: Release for Public Comment
REQUESTED ACTION:	Approval of the 2020 Highway Safety Improvement Program (HSIP) Application for Release for Public Comment
RECOMMENDED MOTION:	That TAB approve the draft 2020 HSIP application for release for public comment.

BACKGROUND AND PURPOSE OF ACTION: Staff asks that TAB release the Draft 2020 Highway Safety Improvement Program (HSIP) application for review and public comment. The HSIP application will be released for comment on September 23, with comments due November 6. After the public comment period, a revised draft package will be prepared for the TAB's November meeting.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Highway Safety Improvement Program (HSIP) solicitation for federal funding.

ROUTING

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

HSIP

Highway Safety Improvement Program

For State Fiscal Years ~~2022~~2024 and ~~2023~~2025

Metro District
Program Criteria

Minnesota Department of Transportation
Metro District Traffic Engineering
~~June 2018~~February 2020

Table of Contents

Introduction

This document explains the requirements~~,~~ and gives guidance for the Highway Safety Improvement Program (HSIP) to applicants desiring to obtain federal funds under the Federal FAST Act legislation. In FAST Act, the purpose of HSIP is to achieve a significant *reduction in traffic fatalities and serious injuries* on all public roads. Projects submitted should have the greatest potential of achieving this objective. See Appendix B for a timeline flowchart of the HSIP solicitation, application and evaluation process.

General Policies:

1. HSIP funds are available to MnDOT; the counties of Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, and Washington; and the ~~state aid~~State Aid eligible ~~Cities~~cities and ~~Towns~~towns within those ~~Counties. Other local or special governmental agencies~~counties. Applicants that ~~do~~are not ~~have~~State Aid cities or counties in the ~~ability to receive and administer federal funds~~eight-county metro area with populations over 5,000 must ~~work with these specified governmental units~~contact the MnDOT Metro State Aid Office prior to submitting their application to ~~develop and submit eligible projects.~~determine if a public agency sponsor is required.

2. ~~This solicitation~~The maximum HSIP federal award is ~~for projects with a total cost up to~~ $2,000,000~~, with a cap of $1,800,000 federal funds.~~ per project. A minimum local match of 10% of the total project cost is required. ~~After a project is selected for federal HSIP funding, if the project costs go above $2,000,000 the additional costs are the responsibility of the submitting agency.~~ The match must be in "hard dollars~~".~~." Soft matches (i.e.; volunteer labor, donated materials, professional services) cannot be included in the match.

3. HSIP funding cannot be used as a "payback" source of funding, whereby local agencies construct a project and anticipate future reimbursement monies from HSIP funds.

4. This solicitation is for both "Proactive" and "Reactive" projects. ~~It is anticipated that approximately 70% of the funds will be used for reactive projects and 30% of the funds on proactive projects.~~Distribution of funds between these two project types will depend on a number of factors including the dollar amount and number of projects submitted in each category, types of projects submitted and geographic balance of projects throughout the Metro District.

5. Funding is for roadway construction and reconstruction projects designed to decrease the frequency and/or severity of ~~vehicular~~ crashes. These crashes can involve pedestrians,

bicycles, and other non-motorized vehicles. ~~The specifics of the improvement must be related to reducing historical vehicular crashes.~~ The project must be a permanent improvement. Right-of-way, design, and construction engineering costs are not fundable and shall not be included in the project cost. Please refer to http://safety.fhwa.dot.gov/hsip/

6. The amount of federal funds awarded is based upon the original submission. Any increase in scope or costs will be the responsibility of the applicant.
7. Projects awarded funding through the regional HSIP solicitation are subject to the ~~Regions "Program Year Policy" and the "Scope Change Policy", see links to these policies below:~~Region's "Program Year Policy" and "Scope Change Policy" available at https://metrocouncil.org/Transportation/Planning-2/Transportation-Planning-Process/Transportation-Advisory-Board/TAB-Policies.aspx?source=child.

~~8.~~
~~9. Program year policy link: http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-(PDF-154-KB).aspx~~
~~10.~~
~~11.Scope change policy link: http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Scope-Change-Policy.aspx~~

8. ~~HSIP is a federally funded traffic safety program.~~ Projects may apply for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), but projects cannot be awarded funds from both of the programs.

The amount of funding available for this ~~2018~~2020 Metro District solicitation for State Fiscal Years ~~2022~~2024 and ~~2023~~2025 is up to **$~~22.7~~24 million** for the two~~-~~-year period. ~~Some of the~~Additional funding ~~will~~may be available in State Fiscal Years ~~2019, 2020, and~~ 2021~~.~~

~~The funding will be split up evenly between the two years. Approximately 70% of the funding will be awarded to "Reactive" projects, with the remaining awarded to "Proactive" projects. The project selection committee may elect to award a larger percent of total funds to either the "Reactive" or "Proactive" projects, depending on the number of projects or quality of the projects submitted in each category.~~

9. ~~The objective of the HSIP program is to identify, implement~~, 2022, and ~~evaluate low cost / high benefit, or smaller stand-alone safety projects focused on reducing fatal and serious injury crashes.~~2023.

Qualifying Criteria

The objective of the Highway Safety Improvement Program (HSIP) is to identify, evaluate, and implement~~, and evaluate~~ cost effective construction safety projects with a primary goal of **reducing and preventing fatal and serious injury crashes on all public roads.**

~~Only~~Priority will be given to smaller stand-alone ~~or,~~ low-cost / high-benefit projects ~~will be considered~~. Applicants should submit focused safety projects and not asset replacement projects unless the replacement project by itself increases safety. ~~It is recognized that portions of larger projects have elements that improve the safety of an intersection or section of roadway.~~ See Appendix C for additional traffic signal requirements. Safety features, such as ~~guardrail~~guardrails, that are routinely provided as part of a broader project should be funded from the same source as the broader project. In some instances, narrow shoulder paving in conjunction with resurfacing projects may be allowed. See Appendix D for this exception.

FOR PROACTIVE PROJECTS:

For MnDOT Metro District and the Metro ~~Counties~~counties, their ~~Road Safety Plans~~road safety plans should be the starting point for selecting projects for this solicitation. For ~~State~~state and ~~County~~county roads, projects that originate from a ~~Road Safety Plan~~road safety plan will be given priority. For ~~City~~local streets, ~~Cities~~a city may propose strategies similar to what is in their ~~County Safety Plan~~county's safety plan if applicable.

The following crash data is provided to assist ~~Cities~~cities in focusing on the types of projects to submit. ~~In the Metro District on~~On local roads (MSAS and ~~City Streets)~~ city streets) in the Metro District over the latest 5-year period available (~~2011-2015~~2014-2018) there have been ~~508~~1,315 fatal and serious injury crashes:

- ~~160 (31~~458 (35%) involved two or more vehicles colliding
- ~~121 (24~~339 (26%) involved a pedestrian
- ~~57 (11~~118 (9%) involved a bicyclist
- ~~43 (8~~96 (7%) involved hitting a tree or shrub

Seventy-five percent of the fatal and serious injury crashes fall into these four categories listed above, so the focus should be on low-cost solutions that are geared toward impacting those types of crashes.

Reactive projects should propose safety improvements that directly address the types of crashes experienced within the project area.

Priority will be given to applications that are making cost effective impacts throughout the network (at multiple locations) or via a corridor-based approach.

~~Cities are encouraged to provide other levels of support to make their case on why the project is justified. For example, they could cite the high pedestrian volumes or a generator of a high volume of non-motorized traffic if they are requesting funds for an improvement in that area.~~

Signalized intersections in urban areas tend to involve more risk than other types of intersections. A focus on signalized intersections, such as countdown timers, signal retiming, enforcement lights, curb extensions, etc. would have an impact ~~at~~on these target crashes.

The following is a list of example projects that would be considered for proactive funding with this program:

Reduced-conflict intersections (RCI's)
Rumble strips
Rumble ~~stripEs~~stripEs
Wider striping (6")
Embedded wet reflective striping
Delineation for sharp curves (chevrons)
Cable median barrier
~~Active intersection warning systems~~
Crosswalk enhancements (ex. RRFB's)
Intersection ~~Lighting~~lighting
Corridor lighting (Freeways & Expressways)
Curb extensions (bump-outs)
Sight distance improvements
Remove hazards in clear zones
Pedestrian countdown timers
~~Road Diets~~
Road diets
Construct ped refuge islands & raised medians
Enforcement lights on signals
Turn lanes
~~Reduced Conflict Intersections (RCI's)~~
New guardrail (not replacement)
Frontage roads (with access removals)
Sidewalks or ~~Trails~~trails
Narrow shoulder paving (see Appendix D)
Signal coordination (interconnect)
Pavement messages
Roundabouts
Stop ~~Bars~~bars
Safety ~~Edge~~edge
Friction ~~Treatments~~treatments

FOR REACTIVE PROJECTS:

For this solicitation, proposed projects qualify for the HSIP program by ~~meeting the following criteria:~~

~~Must have Benefit/Cost~~having a benefit/cost (B/C) ratio of 1.0 or greater*. (Note: The B/C ratio shall exclude right-of-way costs. The cost used should be the total project cost, not the amount of requested HSIP dollars~~.~~.)

1. ~~Emphasis is given to Fatal or A injury crashes within time frame.~~

*Only crashes contained within the Minnesota Department of Public Safety's database can be used to determine the B/C for project submittals. Crash data must be obtained from MnDOT. MnDOT Metro District Traffic Office will provide a crash listing, upon request.
(See Appendix A)

Prioritization Criteria

The HSIP project evaluation committee will determine if the submitted projects have met the intent of the qualifying criteria and HSIP.

Pedestrian and bicycle crashes are a focus area in the Minnesota Strategic Highway Safety Plan. Additional consideration will be given to projects which address pedestrian and bicycle safety. To account for the greater proportion of severe injuries of bike and pedestrian crashes each bike and pedestrian crash should be enter as two on the B/C worksheet. A new bicycle and pedestrian safety measure was also added to the scoring.

~~**FOR REACTIVE PROJECTS:**~~

- ~~As in the past solicitations, the Reactive projects will be prioritized using the Benefit/Cost (B/C) ratio and review of the proposed projects by the selection committee relative to the qualifying criteria and meeting the intent of the HSIP.~~

FOR PROACTIVE PROJECTS:

For Proactive projects, priority will be given to projects identified in ~~Road Safety Plans~~road safety plans, and projects that have the highest possibility of reducing the chance of fatal and serious injury crashes. The following criteria will be used in ranking ~~Proactive~~proactive projects:

- Connection to the 2014-2019 Minnesota Strategic Highway Safety Plan (SHSP). This Plan can be found at the following link: http://www.dot.state.mn.us/trafficeng/safety/shsp/Minnesota_SHSP_2014.pdf
- Cost~~/mile or Cost/intersection~~ per user exposure
- ~~Is strategy a wide deployment vs a single spot location~~
- ~~Average Daily Traffic (ADT)~~
- ~~Fatal (K) &~~Correctable fatal and serious ~~(A)~~ injury crashes (10 years~~)~~, 2009 - 2018)
- Crash ~~Reduction Factor for the specific strategy~~reduction factor

- Part of a plan (~~Safety Plan or Road Safety Audit Recommendations~~safety plan or road safety audit recommendations) – include a link to or an excerpt from the existing plan

- Pedestrian and bicyclist safety

FOR REACTIVE PROJECTS:

The reactive projects will be prioritized by:

- Benefit/cost ratio
- The scoring committee will review the projects to determine how well they meet the qualifying criteria and intent of the HSIP program, to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. In addition to crash history the existence of risk factors and experience with crash types that are risk factors for more severe crashes are relevant here.
- Correctable fatal and serious injury crashes (10 years, 2009 - 2018)
- Pedestrian and bicyclist safety

EVALUATION PROCESS:

Project proposals will be reviewed by MnDOT's Metro District Traffic Engineering unit initially to determine if they meet the qualifying criteria. The HSIP committee will finalize a prioritized list of projects to be funded.

The HSIP committee will consist of:

- MnDOT Metro District Traffic Engineer - Program Support
- MnDOT Metro Traffic Safety ~~Engineer~~Specialist
- MnDOT State Traffic Safety Engineer
- Two County/City Engineers
- Metropolitan Council Regional Highway Planner

Required Material and Special Instructions

Following~~,~~ is a list of materials required to ~~submit~~be submitted per project. Failure to provide this information may exclude the submission from consideration:

- HSIP application (Form 1) (See appendix for Form 1)
- Project information sheet (Form 2) (See appendix for Form 2)
- Location map
- A photograph showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant is agreeing to allow the Metropolitan Council to use this photograph.
- Project plan or preliminary layout/scope of work proposed.
- Provide the ~~ADT~~AADT or an average ~~ADT~~AADT for your project area.
- ~~Provide collision diagrams~~ If an intersection project, provide the AADT for the minor road too.
- For intersection projects only, provide collision diagrams. Include crash listing obtained from MnDOT. MnDOT will not provide collision diagrams.
- The applicant must include a letter of support from the agency that owns/operates the facility (if different from the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
- The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.
- Projects on MSAS and CSAH roadways must meet state aid standards.
- The project must comply with the Americans with Disabilities Act (ADA).

- In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have~~, or be substantially working towards, completing~~ a current Americans with Disabilities Act (ADA) self-evaluation ~~(for agencies with less than 50 employees)~~ or transition plan ~~(for agencies with 50 or more employees)~~ that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the application deadline. For the 2022 HSIP funding cycle, this requirement may include that the plan is updated within the past five years. Please document which of these apply:

☐ The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Date plan completed by governing body and link to plan: _____

☐ The applicant is a public agency that employs 50 or more people and does not have a completed ADA transition plan that covers the public right of way/transportation.

☐ The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation. Date self-evaluation completed and link to plan: _____

☐ The applicant is a public agency that employs fewer than 50 people and does not have a completed ADA self-evaluation that covers the public rights of way/transportation.

FOR PROACTIVE PROJECTS:

- Provide total miles of strategy deployment.

- Provide a reasonable Crash Reduction Factor (CRF) from the FHWA's CMF Clearinghouse (MUST include a printout of the CRF reference page) http://www.cmfclearinghouse.org/

  For all applications, the applicant is required to write a brief logical explanation on why they chose a particular CRF.

- Number of fatal ~~(K)~~ and serious ~~(A)~~ injuries in the past 10 years (~~2006-2015)~~ 2009-2018) that have occurred where you propose to implement ~~a~~an HSIP project. MnDOT will provide this crash data upon request. (Projects may be eligible for HSIP even if no fatal ~~(K)~~ or ~~A~~severe injuries have occurred in your implementation area.)

- Collision diagrams may be submitted but are not required.

- Crash data ~~must~~shall include crashes from calendar years **2016-2018**. Only crashes contained within the Minnesota Department of Public Safety's database can be shown. This is to ensure that all project proposals can be equally compared. A crash listing can be obtained from MnDOT~~. MnDOT Metro District will provide a crash listing~~ upon request~~. See~~ (see Appendix A~~.~~ for contact information). Crash data ~~requests~~ should ~~be made as soon as possible, but before **July 18, 2018**. The applicant is responsible to convert the~~ include all crash ~~listing provided by MnDOT into collision diagrams when applicable.~~ types and severities, including pedestrian and bicycle crashes.

- ~~Provide~~If on a trunk highway, provide signed Intersection Control Evaluation (ICE) report for proposed intersection traffic control changes.

- MnDOT and ~~Counties~~counties, please attach copy of the appropriate page(s) from your ~~Highway Safety Plan~~highway safety plan for projects submitted that are referenced in your Plan.

- Discuss how the project will improve safety for pedestrians and bicyclists. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian and bicyclist safety best practices is also available in MnDOT's Best Practices for Pedestrian/Bicycle Safety.

FOR REACTIVE PROJECTS:

- Provide a reasonable Crash Reduction Factor (CRF) from the FHWA's CMF Clearinghouse (MUST include a printout of the CRF reference page) http://www.cmfclearinghouse.org/

  ~~Crash Data –~~**For all applications, the applicant is required to write a brief logical explanation on why they chose a particular CRF.**

- The crash data shall include crashes from calendar years ~~2013-2015~~2016-2018. Only crashes contained within the Minnesota Department of Public Safety's database can be shown. This is to ensure that all project proposals can be equally compared. A crash listing can be obtained from MnDOT upon request (see Appendix A for contact information). Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

  If an individual crash is not in the DPS crash database, it cannot be included in the analysis or the submittal, unless the agency provides acceptable proof of the existence of the crash. Acceptable proof is a copy of the police or citizen accident report. If a crash report was not written, the crash may not be included. If the crash had no injuries and the minimum dollar amount was not met ("N" in the "$min" box on a police report), the crash cannot be included.

  Crash data requests to MnDOT should be made as soon as possible but before ~~July 18th, 208.~~April 1, 2020. Requests made after ~~July 18th~~April 1st may be significantly delayed due to limited resources. MnDOT will not provide collision diagrams.

- Number of fatal and serious injuries in the past 10 years (2009-2018) that have occurred where you propose to implement a HSIP project. MnDOT will provide this crash data upon request. (Projects may be eligible for HSIP even if no fatal or severe injuries have occurred in your implementation area.)

- HSIP B/C Worksheet – A sample HSIP B/C worksheet is included in Appendix E. Refer to Appendix F for recommended service life criteria.
  For the Excel version, click on HSIP Benefit Cost Worksheet

- ~~Approved~~If on a trunk highway, provide signed Intersection Control Evaluation (ICE) report for proposed intersection traffic control changes.

- Description of how the project meets the intent of the HSIP program (i.e. reduce fatal and serious injury crashes within the proposed project area).

- Proposed roundabouts must address mini-roundabouts as an option.

- ~~***Must***~~Discuss how the project will improve safety for pedestrians and bicyclists. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its

Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian and bicyclist safety best practices is also available in MnDOT's Best Practices for Pedestrian/Bicycle Safety.

SUBMISSION OF APPLICATION:

Applicants must send ~~2~~two paper ~~copy project submittals~~copies of each project submittal along with an electronic submittal.

Paper copies to:
MnDOT, Traffic Engineering
Attn: Lars Impola
1500 West County Road B2
Roseville, MN 55113
~~**Must send an electronic**~~
Electronic submittal to: Lars.Impola@state.mn.us

Crash Reduction Factors

A Crash Reduction Factor (CRF) is the percentage crash reduction that may be expected after implementing a given countermeasure. A CRF should be regarded as a generic estimate of the effectiveness of a countermeasure. The estimate is a useful guide, but it remains necessary to apply engineering judgment and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions, which will affect the safety impact of a countermeasure.

The proposal should reference the FHWA Crash Modification Factors (CMF) Clearinghouse, which can be found at the following website http://www.cmfclearinghouse.org

For all applications, the applicant is required to write a brief logical explanation on why they chose a particular CRF.

In lieu of relying on crash reduction tables, proposals may contain an estimate of crash reductions based upon logical assumptions. The proposal will have to thoroughly demonstrate in a logical fashion how each improvement will impact each type of crash. The HSIP Committee will review the documentation for accuracy and concurrence with logic.

Some examples of acceptable estimates are listed below:

Example 1: A project is proposing closure of a median at an intersection. Logically, all left turning and cross street right angle crashes will be eliminated. (100% reduction in these types of crashes).

Example 2: A project is proposing a traffic signal revision including creating a protected left turning phase for the minor leg of the intersection. This project should reduce the amount of minor leg left turn crashes significantly (90% reduction). Additionally, any significant improvement in capacity would reduce rear end collisions slightly (10% reduction for minor capacity improvements, 20% for significant improvements).

Example 3: A project is proposing a traffic signal revision including adding left and right turn lanes. Adding turn lanes should reduce rear end collisions and some turning collisions depending on proposed versus existing phasing. (20% reduction in impacted rear end collisions is reasonable).

The project initiator may contact a member of the MnDOT review team (see Appendix A) to discuss crash reduction assumptions for each improvement project prior to submittal.

If only one improvement is included in the proposed project, the crash reduction factors from the FHWA CMF Clearinghouse, or a percentage reduction based on an estimated procedure described above can be entered directly into the ~~Benefit/Cost~~benefit/cost (B/C) worksheet. If two ~~or more~~ improvements are included in the proposed project, the overall crash reduction factor should be determined using the "~~Multiple Safety Improvement Crash Reduction Formula~~multiple safety improvement crash reduction formula" described below.

Multiple Safety Improvement Crash Reduction Formula:

- **CRF = 1 – [(1 – CRF1) x (1 – CRF2~~) x …~~])]**

CRF is the overall crash reduction factor expressed as a decimal (to two significant digits) to be used on the B/C worksheet
CRF1 is the crash reduction factor for the first improvement expressed as a decimal
CRF2 is the crash reduction factor for the second improvement expressed as a decimal~~, and so on~~.

- **Each crash may only be used on one B/C worksheet.**
- **Use the total cost of the project in the denominator on the B/C worksheet(s).**
- ~~**Submit all**~~**All individual B/C worksheets ~~for documentation purposes~~must be submitted, and the application must include an overall B/C calculation.**
- **If using multiple CRF's providing your calculation is required.**
- **No more than two CRF's per ~~project~~ crash type and location will be allowed.**

Use of Fatal Crashes

Type of Crash	Crash Severity	Cost per Crash
Fatal (F)	~~K~~1 Fatal Crash	$~~11,000~~12,300,000
Personal Injury (PI)	~~A Incapacitating~~2 Serious Injury	$~~590~~680,000
Personal Injury (PI)	~~B Non-Incapacitating~~3 Minor Injury	$~~170~~210,000
Personal Injury (PI)	~~C~~4 Possible Injury	$~~87~~110,000
Property Damage (PD)	~~N~~5 Property Damage Only	$~~7,800~~12,000

Since fatal crashes are often randomly located, there is considerable debate as to whether they should be treated as personal injury crashes or as fatalities. Furthermore, the value assigned is subject to many considerations. With the above in mind, the following criteria shall be used when computing expected crash reduction benefits:

1. The cost assigned to a fatal crash may be used if there are two or more "correctable" fatal crashes within a three-year period (correctable is defined as the type of crash that the improvement is designed to correct).

OR

2. The cost per fatal crash may be used when there is at least one correctable fatal crash **and** two or more type "~~A"~~serious injury" crashes within a three-year period.

If the above criteria are not satisfied, the correctable fatal crash shall be treated as two "Serious Injury" type ~~"A" personal injury~~ crashes (~~K~~Fatal Crash = 2 x ~~A~~Serious Injury) when computing the benefit-cost ratio. To do this, enter the correctable fatal crash as two ~~type "A" personal injury~~"Serious Injury" crashes in the "~~A~~2" category on the HSIP B/C worksheet.

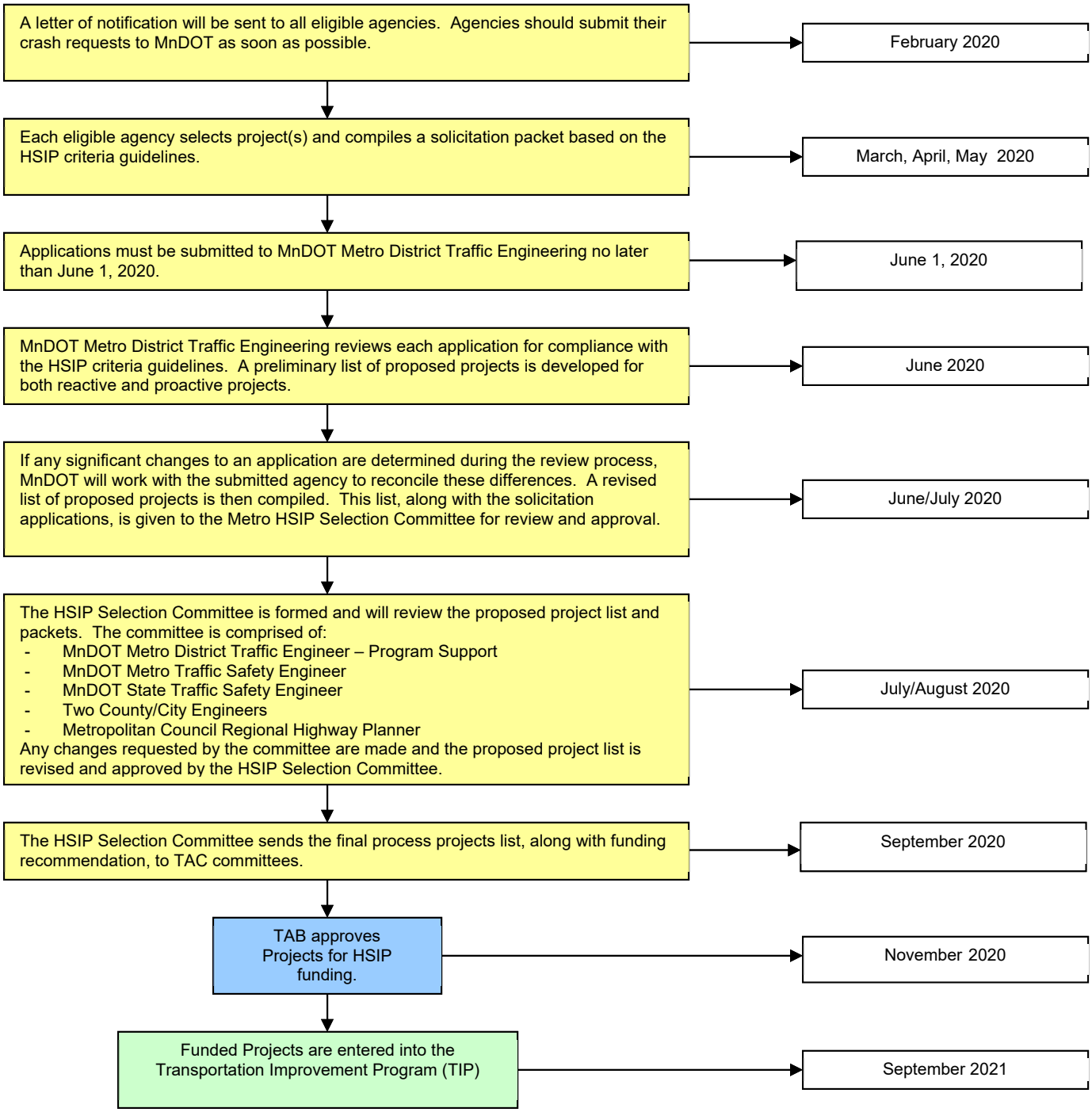
Appendix A

MnDOT Metro District Traffic Engineering
Program Support Contacts

Information	**Contact**	**E-Mail**	**Phone Number**
Proposal Content	~~Gayle~~ ~~Gedstad~~Kaare Festvog	~~gayle.gedstad~~kaare.festvog@state.mn.us	651/234-~~7815~~7814
Proposal Content	Lars Impola	lars.impola@state.mn.us	651/234-7820
Crash Information	Cherzon Riley	cherzon.riley@state.mn.us	651/234-7836

Appendix B

Highway Safety Improvement Program (HSIP)
Metro District Process Timeline (2020)



Appendix C

Traffic Signals:

In most cases, traffic signals are not safety control devices. They assign right of way for vehicles and are necessary for operational purposes. However, in some cases they can improve safety. The objective for the Highway Safety Improvement Program is to reduce the occurrence of and the potential for fatalities and serious injuries resulting from crashes on all public roads" (23 CRF 924.5). Signal projects will be considered for funding provided they meet the following criteria.

1. New Signals:

    - Warrant 7, Crash Experience from the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD) must be met. ~~Specifically, "5 or more reported crashes,~~FHWA's Interim Approval for Optional Use of ~~the types susceptible to correction by a traffic control signal, have occurred within a 12-month period."~~an Alternative Signal Warrant 7 – Crash Experience (IA-19) should be followed. Exceptions to meeting this warrant may be made if an adequate case is made on how the new signal will "reduce the number of, or potential for, fatalities and serious injuries" as required by FAST Act.

    - All new signals on a trunk highway shall meet current MnDOT design standards. If exceptions to incorporating these standards are necessary due to site-specific conditions, explanation should be included with the application.

    - Installation of red light running (enforcement) lights is strongly encouraged. Installation costs are low when installed with new signals and they provide the benefit of red light running enforcement to be accomplished by one law enforcement officer, instead of two.

    - Documentation should be provided confirming that other intersection types were considered but are not feasible. Those considered should include intersection types that reduce the probability of severe right-angle crashes. Roundabouts, ~~Reduce Conflict Intersections~~reduced conflict intersections (RCI) and some alternative intersection types fall into this category.

2. Existing Signals:

    - Rebuilding an existing signal system may be eligible for HSIP funding if it is necessary for implementation of a geometric improvement, where the signal system cost is incidental to the primary geometric safety improvement on the project.

    - Rebuilding an existing signal system without geometric improvements may be eligible for HSIP funding if additional safety devices are included, such as: adding mast arms, adding signal heads, interconnect with other signals, etc.

3. Retiming of Signal Systems:

    - The development and implementation of new signal timing plans for a series of signals, a corridor, or the entire system ~~may be~~are not eligible for HSIP funds ~~(to be approved by the HSIP project evaluation committee).~~.

Appendix D

Guidelines for HSIP-funded narrow shoulder paving in conjunction with resurfacing projects:

If narrow shoulder paving projects are funded through HSIP, it makes sense under certain circumstances to do the work in conjunction with a resurfacing project, rather than as a separate, stand-alone project. Work involving the paving of existing aggregate or turf shoulders with 1 to 2 feet of pavement may be allowed within the following guidelines:

- Narrow shoulder paving can be done in conjunction with resurfacing if the project is along one of the segments specifically identified in the ~~CRSP~~County Road Safety Plan for this type of work.

- The project can be at a different location than those identified in the CRSP if it is along a higher-risk segment, as identified in the CRSP. The CRSP assigns a risk rating to highway segments based on the following criteria: traffic volume, rate and density of road departure crashes, curve density and edge assessment. The risk rating ranges from 0 (lower risk) to 5 (higher risk). **If the proposed project is along a highway segment with a rating of 4 or 5, then it can be done in conjunction with a resurfacing project.** This process ensures that narrow shoulder paving is being done at locations of higher risk rather than being driven by the schedule of pavement rehabilitation projects.

- The shoulder paving must include a safety edge and either shoulder or edgeline rumble or mumble strips.

- If a project is required to construct more than 2 foot shoulders per State Aid standards, or if the applicant plans for more than 2 foot shoulders, HSIP funding can not be used for any additional width beyond 2 feet (local funds may be used for the additional width).

- The applicant should use regular construction dollars to upgrade guardrail and other safety hardware as part of the resurfacing project.

Appendix E

(B/C Worksheet Example)

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
						1/1/2016	12/31/2018

Description of Proposed Work

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian and Bicycle	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C									
	Property Damage	PD									
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	F									
	PI	A									
		B									
		C									
	Property Damage	PD									
Change in Crashes = No. of crashes x % change in crashes	Fatal	F									
	PI	A									
		B									
		C									
	Property Damage	PD									

Year (Safety Improvement Construction)

		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
Project Cost (exclude Right of Way)						
Right of Way Costs (optional)		F			$ 1,360,000	
Traffic Growth Factor	0.5%	A			$ 680,000	
Capital Recovery		B			$ 210,000	
1. Discount Rate	1.2%	C			$ 110,000	
2. Project Service Life (n)		PD			$ 12,000	
		Total				$ -

B/C=

Using present worth values,

B= $ -

C= $ -

See "Calculations" sheet for amortization.

Office of Traffic Engineering
August 2019

1. Discount Rate	1.3%	C			$ 87,000	
2. Project Service Life (n)		PD			$ 7,800	
		Total				$ -

amortization.

Office of Traffic Engineering
July 2018

Appendix F

Recommended Service Life Criteria

Description	Service Life (years)
Intersection & Traffic Control	
Construct Turning Lanes	20
Provide Traffic Channelization	20
Improve Sight Distance	20
Install Traffic Signs	10
Install Pavement Marking	2
Install Delineators	10
Install Illumination	20
Upgrade Traffic Signals	20
Install New Traffic Signals	20
Retime Coordinated System	5
Construct Roundabout	20
Pedestrian & Bicycle Safety	
Construct Sidewalk	20
Construct Pedestrian & Bicycle Overpass/Underpass	30
Install Fencing & Pedestrian Barrier	10
Construct Bikeway	20
Curb extensions and medians	20
Structures	
Widen or Modify Bridge for Safety	20
Replace Bridge for Safety	30
Construct New Bridge for Safety	30
Replace/Improve Minor Structure for Safety	20
Upgrade Bridge Rail	20

Description	Service Life (years)
Roadway & Roadside	
Widen Traveled Way (no lanes added)	20
Add Lane(s) to Traveled Way	20
Construct Median for Traffic Separation	20
Wide or Improve Shoulder	20
Realign Roadway (except at railroads)	20
Overlay for Skid Treatment	10
Groove Pavement for Skid Treatment	10
Install Breakaway Sign Supports	10
Install Breakaway Utility Poles	10
Relocate Utility Poles	20
Install Guardrail End Treatment	10
Upgrade Guardrail	10
Upgrade or Install Concrete Median Barrier	20
Upgrade or Install Cable Median Barrier	10
Install Impact Attenuators	10
Flatten or Re-grade Side Slopes	20
Install Bridge Approach Guardrail Transition	10
Remove Obstacles	20
Install Edge Treatments	7
Install Centerline Rumble Strips	7

Source: Federal Highway Administration (FHWA)

Federal HSIP Funding Application (Form 1)

INSTRUCTIONS: Complete and return completed application to Lars Impola, MnDOT, Metro District, 1500 West County Road B2, Roseville, Minnesota 55113. (651) 234-7820. **Applications must be received by 4:30 PMpm or postmarked on August 31, 2018...*by June 1, 2020.*Be sure to complete and attach thethe Project Information form.** (Form 2)

I. GENERAL INFORMATION

1. APPLICANT:			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS:			
CITY:	STATE:	ZIP CODE:	4. COUNTY:
5. CONTACT PERSON:	TITLE:		PHONE NO. ( )
CONTACT E-MAIL ADDRESS:			

II. PROJECT INFORMATION

6. PROJECT NAME:

7. BRIEF PROJECT DESCRIPTION - Include location, road name, type of improvement, etc... (A complete description can be submitted separately):

8. HSIP PROJECT CATEGORY – Circle which project grouping in which you wish your project to be scored.

Proactive Reactive

III. PROJECT FUNDING

9. Are you applying, or have you applied for funds from another source(s) to implementfund this project? Yes ☐ No ☐ If yes, please identify the source(s):

10. FEDERAL AMOUNT:*: $	13. MATCH % OF PROJECT TOTAL:
11. MATCH AMOUNT: $	14. SOURCE OF MATCH FUNDS:

****Would you accept a federal award that covers 80% of the total project cost if non-HSIP federal funds were awarded?**

****NOTE: If funding should become available in 2019, 2020, or 2021, 2022, or 2023 would this project be able to be advanced to meet this schedule? Which years would work?**

12. PROJECT TOTAL: $	15. REQUESTED PROGRAM YEAR(S) : SEE NOTE BELOW** ☐ ~~2022~~2024 ☐ ~~2023~~2025 ☐ Either year
16. SIGNATURE:	17. TITLE:

****Would you accept a federal award that covers 80% of the total project cost if non-HSIP federal funds were awarded?**

****NOTE: If funding should become available in ~~2019, 2020, or~~ 2021, 2022, or 2023 would this project be able to be advanced to meet this schedule? Which years would work?**

PROJECT INFORMATION (Form 2)

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

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

COUNTY, CITY, or LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

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

NAME OF ROAD _____ (Example: 1st Street, Main Avenue)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From: _____

To: _____

(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK _____

_____

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

HSIP

Highway Safety Improvement Program

For State Fiscal Years 2024 and 2025

Scoring Guidance for Proactive and Reactive Projects

Minnesota Department of Transportation
Metro District Traffic Engineering
February 2020

SCORING GUIDANCE FOR PROACTIVE PROJECTS:

Proactive Project Scoring:

Criteria and Measures	Points	% of Total Points
1. Connection to 2014-19 MN Strategic Highway Safety Plan (SHSP)	100	10%
2. Cost per user exposure	300	30%
3. Correctable fatal and serious injury crashes (10 years, 2009-2018)	100	10%
4. Crash reduction factor	200	20%
5. Part of a plan	200	20%
6. Pedestrian and bicyclist safety	100	10%
Total	**1,000**	**100%**

1. Connection to 2014-19 Minnesota Strategic Highway Safety Plan (SHSP) (100 Points) – The Minnesota Strategic Highway Safety Plan provides insight and direction on how to reduce traffic-related crashes that involve motor vehicles on Minnesota's roads. The plan has 20 focus-area priorities and associated strategies identified for Minnesota. This measure rewards project applications that help to further strategies (shown as bullet points below) in this plan. The pertinent infrastructure-based focus areas and strategies include the following:

    1. Lane Departure
        - Install shoulder and centerline rumble strips
        - Install enhanced pavement markings and edge line rumble strips on roads with narrow or no paved shoulders
        - Provide buffer space between opposite travel directions
        - Provider wider shoulders, enhanced pavement markings and chevrons for high-risk curves
        - Eliminate shoulder drop-offs, provide safety edges and widen or pave shoulders

    2. Intersections
        - Use indirect left-turn treatments and access management to minimize conflicts at divided highway intersections
        - Provide dynamic warning signs to alert drivers of conflicts at stop-controlled intersections
        - Improve intersection visibility by providing enhanced signing, delineation and lighting
        - Provide roundabouts at appropriate locations
        - Optimize signal operations with phasing, timing, coordination and clearance intervals
        - Supplement conventional red-light running enforcement with traffic signal confirmation lights and other technology enhancements that support enforcement efforts

    3. Inattentive Driving
        - Install edge and centerline rumble strips on at-risk rural roads to alert drivers of possible lane departure

- Install lighting and dynamic warnings at rural intersections to improve visibility of other vehicles and roadway user

4. Speed
   - Install dynamic speed feedback signs at rural/urban transitions, school zones and work zones
   - Incorporate curbs, sidewalks, lighting and other design elements to indicate lower speeds in transition areas

5. Pedestrians
   - Strategies aimed specifically at improving safety for pedestrians

6. Bicyclists
   - Strategies aimed specifically at improving safety for bicyclists

7. Trains
   - Strategies aimed specifically at improving safety at train crossings

SCORING GUIDANCE

Projects will be awarded between 0 and 5 points based on the ability of the project to implement one or more of the strategies identified in the Minnesota Strategic Highway Safety Plan. Applicants could be awarded full points for either proposing a project that strongly advances one of the Plan's strategies or for a project that implements multiple strategies.

Scorers will respond to the following statement:
The project implements one or more of the strategies listed in the Minnesota Strategic Highway Safety Plan.

Strongly disagree: 0 points
Disagree: 1 point
Neutral: 2 points
Slightly Agree: 3 points
Agree: 4 points
Strongly agree: 5 points

Multiple projects can receive 5 points in this scoring measure. Points awarded (0-5) will be multiplied by 20 to get a final score out of 100 points possible.

2. Cost Per User Exposure (300 Points) – This criterion will assess cost effectiveness of the infrastructure being proposed. Each application for a linear project will be scored on its total million vehicle miles (MVM) while each application at an intersection will be scored on its total million entering vehicles (MEV).

LINEAR PROJECTS

- Total project cost:_____
- Project MVM: _____
- Cost effectiveness (project MVM / project cost): ____

INTERSECTION PROJECTS

- Total project cost:_____
- MEV: _____
- Cost effectiveness (project MEV / project cost): ____

SCORING GUIDANCE

The linear project application with the highest cost effectiveness will be awarded full points. Remaining applications will receive a proportionate share of the full points. Similarly, the intersection project with the highest cost effectiveness will be awarded full points with remaining applicants receiving a proportionate share. For example if the linear application being scored was 0.089 MVM per cost and the highest-rated project was 0.110 MVM per cost, the application would receive (0.089/0.110)*300 points or 243 points.

Note: Because of the two different scales, two projects will be awarded the full 300 points.

3. Correctable Fatal and Serious Injury Crashes (100 Points) – This criterion measures the history of fatal and serious injury crashes from 2009 to 2018 that have occurred along the proposed project. Total fatal and serious injury crashes for 2009-2018 will be tallied with each fatal crash being worth two times the number of each serious injury crash.

- Total crashes = 2* “Fatal” crashes + “Serious Injury” crashes

SCORING GUIDANCE

Correctable crashes are those that the treatment being proposed is anticipated to mitigate. The applicant with the highest number of correctable fatal and serious injury crashes will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored had 10 total crashes and the top application had 30 crashes, this application would receive (10/30)*100 points, or 33 points.

4. **Crash Reduction Factor (200 Points)** – This criterion awards points based on the crash reduction factor (CRF). Applicants must provide a reasonable crash reduction factor (CRF) via printout from the Crash Modification Factor Clearinghouse.

The score will be based on the aggregate of up to the maximum of two CRFs.

SCORING GUIDANCE
The applicant with the highest CRF for the proposed improvement will be awarded full points. Remaining applications will receive a proportionate share of the full points. For example, if the application being scored has a CRF of 36 and the highest-rated project has a CRF of 48, the application would receive (36/48) * 200 points or 150 points.

5. **Part of a Plan (200 Points)** – The project or the transportation problem/need that the project addresses must be in a planning or programming document. Reference the name of the appropriate safety plan, road safety audit, Safe Routes to School plan, corridor study document, or other official plan or program of the applicant agency that the project is included in and/or a transportation problem/need that the project addresses. Studies on a trunk highway must be supported by the Minnesota Department of Transportation and the Metropolitan Council. Applicants should include a link to a plan or plan excerpt and list the applicable:

SCORING GUIDANCE
Projects will be awarded points as follows: 200 pts – if the project is specifically listed or addresses a specific transportation need that is included in a standalone SAFETY plan such as a County Safety Plan, District Safety Plan, Road Safety Audit, Road Safety Analysis, etc. 100 pts – If the project addresses a transportation need that is part of a safety discussion in a larger broader plan such as a City Comprehensive Plan, etc. 0 pts – the project is not included in nor addresses a safety need in a plan.

6. **Pedestrian and Bicyclist Safety (100 Points)** – Discuss how the project will improve safety for pedestrians and bicyclists. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian and bicyclist safety best practices is also available in MnDOT's Best Practices for Pedestrian/Bicycle Safety.

SCORING GUIDANCE
The project that will provide the most improvement to pedestrian and bicyclist safety will receive full points. Remaining projects will receive a share of the full points at the scorer's discretion.

SCORING GUIDANCE FOR REACTIVE PROJECTS:

Reactive Project Scoring:

Criteria and Measures	Points	% of Total Points
1. Benefit/cost ratio	600	60%
2. Meets intent of the HSIP program	200	20%
3. Correctable fatal and serious injury crashes (10 years, 2009-2018)	100	10%
4. Pedestrian and bicycle safety	100	10%
Total	**1,000**	**100%**

1. Benefit/Cost Ratio (600 Points) – Only projects with a B/C ratio of 1.0 or greater can be funded. Projects with a higher B/C ratio will receive more points.

SCORING GUIDANCE:
The applicant with highest B/C ratio will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a B/C ratio of 7.5 and the top project had a B/C ratio of 11.0, this applicant would receive (7.5/11.0) * 600 points or 409 points. The scoring committee may reduce the points awarded if the methodology or data provided by the applicant is not reasonable.

2. Meets Intent of the HSIP Program (200 Points) – Projects will be scored based on their ability to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

SCORING GUIDANCE
Projects will be awarded between 0 and 5 points based on the ability of the project to reduce fatal and serious injuries crashes. Scorers will assess the types of crashes that have occurred in the project area and the potential for the proposed solution to reduce the fatal and serious injury crash risk that has been documented.

Scorers will respond to the following statement:

The proposed project meets the intent of the HSIP program.

Strongly disagree: 0 points
Disagree: 1 point
Neutral: 2 points
Slightly Agree: 3 points
Agree: 4 points
Strongly agree: 5 points

Multiple projects can receive 5 points in this scoring measure. Points awarded (0-5) will be multiplied by 40 to get a final score out of 200 points possible.

3. **Correctable Fatal and Serious Injury Crashes (100 Points)** – This criterion measures the history of fatal and serious injury crashes from 2009 to 2018 that have occurred along the proposed project. Total correctable fatal and serious crashes for 2009-2018 will be tallied with each fatal crash being worth two times the number of each serious injury crash.

- Total crashes = 2* "Fatal" Crashes + "Serious Injury" Crashes

SCORING GUIDANCE

Correctable crashes are those that the treatment being proposed is anticipated to mitigate. The applicant with the highest number of fatal and serious injury crashes will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored had 10 total crashes and the top application had 30 crashes, this application would receive (10/30)*100 points, or 33 points.

4. **Pedestrian and Bicyclist Safety (100 Points)** – Discuss how the project will improve safety for pedestrians and bicyclists. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian and bicyclist safety best practices is also available in MnDOT's Best Practices for Pedestrian/Bicycle Safety.

SCORING GUIDANCE

The project that will provide the most improvement to pedestrian and bicyclist safety will receive full points. Remaining projects will receive a share of the full points at the scorer's discretion.