Agenda

TAC Funding and Programming Committee

Meeting date: July 20, 2023 **Time**: 1:00 PM **Location:** Virtual

Public participation:

This meeting will be streamed and recorded.
Watch the meeting online.

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming Committee by emailing us at public.info@metc.state.mn.us.

Call to order

1. Roll call
2. Approval of the agenda
3. Approval of June 15, 2023, TAC Funding and Programming minutes – roll call

Public comment on committee business

TAB report

Business

1. 2023-41: Scope Change Request for Minneapolis E Line Route Signal and Pedestrian Safety Project (Joe Barbeau, MTS) – roll call
2. 2023-42: Program Year Shift Request for Brooklyn Park and Hennepin County's CSAH 103 and CSAH 30 projects (Joe Barbeau, MTS) – roll call
3. 2023-43: Regional Solicitation Application Release (Steve Peterson, MTS) – roll call
   - Presentation
   - Attachments

Information

Other business

Adjournment

Council contact:

Bradley Bobbitt, Senior Planner
Bradley.Bobbitt@metc.state.mn.us
651-602-1724

Minutes

TAC Funding and Programming Committee

Meeting date: June 15, 2023 **Time**: 1:00 PM **Location:** Virtual

Members present:

- ☒ Bloomington – Karl Keel
- ☒ Lakeville – Paul Oehme (Vice Chair)
- ☒ Eden Prairie – Robert Ellis
- ☒ Fridley – Brandon Brodhag
- ☒ Maple Grove – Ken Ashfeld
- ☒ Minneapolis – Katie White
- ☒ Plymouth – Michael Thompson (Chair)
- ☒ St. Paul – Anne Weber
- ☒ Met Council – Cole Hiniker
- ☒ Metro Transit – Scott Janowiak
- ☒ TAB Coordinator – Elaine Koutsoukos
- ☒ MnDOT Metro District – Aaron Tag
- ☒ MnDOT Metro District State Aid – Colleen Brown
- ☒ MnDOT Bike/Ped – Mike Samuelson
- ☐ MPCA – Innocent Eyoh
- ☐ DNR – Nancy Spooner-Walsh
- ☐ Suburban Transit Assoc. – Vicky Loehrer
- ☒ Anoka Co. – Jerry Auge
- ☒ Carver Co. – Angie Stenson
- ☒ Dakota Co. – John Sass
- ☒ Hennepin Co. – Jason Pieper
- ☒ Ramsey Co. – Scott Mareck
- ☒ Scott Co. – Adam Jessen
- ☒ Wash Co. – Lyssa Leitner

☒ = present, E = excused

Call to order

A quorum being present, Committee Chair Thompson called the regular meeting of the TAC Funding and Programming Committee to order at 1:00 p.m.

Agenda approved

Chair Thompson noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of minutes

It was moved by K. Ashfeld seconded by P. Oehme, to approve the minutes of the (date), 2023, regular meeting of the TAC Funding and Programming Committee. **Motion carried** unanimously.

Public comment on committee business

There were no public comments.

TAB report

There was no TAB report. The June meeting of the TAB is the following week.

Business

There were no business items.

Information

Inclusion of Active Transportation Funding into the 2024 Regional Solicitation and Discussion of approach. (Steve Peterson, MTS)

S. Peterson presented the details of the ¾ cent sales tax for the Active Transportation Sales and Use Tax approved by the Minnesota State Legislature directly allocated to TAB, amounting to approximately $24 million. Collections will begin on October 1, 2023. Council staff would like to spend some of the funding in the 2024 Regional Solicitation cycle. He discussed the eligibility of the existing scoring categories including multiuse trails and bicycle facilities, pedestrian facilities, and safe routes to school facilities. The criteria and prioritization of projects should follow existing process, procedures, and requirements already established. He also discussed the changes to qualifying requirements, including whether the project is included in a system plan and policies and procedures to promote complete streets planning and design.

C. Hiniker asked whether "municipal" was defined in state law. S. Peterson was unsure; E. Koutsoukos suggested legislation typically includes definitions that Council can review.

S. Peterson asked whether new qualifying requirements are clear, if there are other rules or procedures that should be adjusted, how much of the sales tax revenue should be used in the 2024 Regional Solicitation cycle, what funding split should be used, and the approach to assigning the sales tax.

J. MacPherson supports 100% and asked whether similar federal requirements would be applied, including disadvantaged business and on-the-job training. Keeping it simple can support smaller communities in applying. S. Peterson discussed multiple ways this could work, including serving as the local match for federal projects. He added that many of the federal requirements would not apply here. E. Koutsoukos stated that there will likely be DBE requirements, even if not federalized because there are state and Council funds. J. MacPherson said that knowing it is a state funded program reduces the staff time when delivering projects. He would support a separate solicitation cycle.

Chair Thompson asked whether a separate solicitation was possible. S. Peterson said the focus is on smaller projects and will have to follow state procedures. Staff is hesitant to administer a separate solicitation due to time demands for scoring and administering the existing process, which is directed in the legislation. E. Koutsoukos discussed the complications that could arise with a separate solicitation, including having to prepare a separate application.

L. Leitner does not support adding the sales tax revenue to the 2024 Regional Solicitation cycle as proposed. She discussed the staff and budget constraints, including the challenges in delivering projects sooner. She also disagrees that the bill language directs the Council to use the existing solicitation process, because it does not include directives on additional prioritization criteria or weighting. She also discussed whether individual active transportation elements in a larger roadway project would meet the intent of the sales tax and should consider eligibility. She supports a simplified solicitation that runs parallel to the larger Regional Solicitation.

Chair Thompson asked whether legal or the Metropolitan Council has reviewed this approach. S. Peterson believes that the language directs the use of the Regional Solicitation cycle, but that the Council's attorney has not made that determination.

L. Leitner discussed Washington County's project identification process and expressed doubts that agencies can deliver projects early. E. Koutsoukos responded that the existing

application does ask agencies to indicate whether they can deliver projects early and many applicants can implement projects before the program years and that de-federalization will decrease the time needed for project development activities. S. Peterson added that last cycle there were many projects that did indicate preference for earlier years. L. Leitner disagreed that agencies have enough projects that can go early. E. Koutsoukos stated that the money will be available in 2028 and 2029 and will be available until the law is changed, so there will still be opportunities for agencies to pursue funding in those program years. S. Peterson suggested treating this cycle as a pilot program and allowing the Regional Solicitation Evaluation study to direct how future cycles allocate the sales tax revenues. Staff does not want to run a separate solicitation because of the existing 2024 Regional Solicitation timeline and does not want to hold the full funds until the 2026 Regional Solicitation. E. Koutsoukos added that there is more flexibility for projects to go and allow money to shift forward and backward to other program years. L. Leitner again urged a simpler application that runs parallel to the 2024 Regional Solicitation cycle as a compromise.

S. Mareck concurred that agencies need to know whether funds will be state or federal, due to the staff and financial resources required to deliver a federal project. He also supported a separate category of solicitation and did not support adding active transportation sales tax revenue to federalized projects. He also discussed the additional scoring criteria in the existing multiuse trails and bicycle facilities, pedestrian facilities, and safe routes to school facilities funding categories and whether that aligns with the intent of the sales tax and urged streamlining.

Chair Thompson asked whether staff had considered running an off-year solicitation. This could allow applicants to pursue state funding and then if unsuccessful, apply for federal funds. S. Peterson responded that it was not considered but the Regional Solicitation Evaluation could assess that option. E. Koutsoukos suggested that applicants would prioritize the active transportation funds instead of participating in the larger Regional Solicitation process. S. Mareck agreed, suggested funding 80% of projects and a separate solicitation.

J. Sass discussed Dakota County's the challenges with suburban and rural areas competing with urban areas for active transportation projects. He would support a separate solicitation. Chair Thompson discussed there is criteria for geographic balance in the bill language which might support a separate solicitation.

J. Pieper encouraged the region to calibrate the approach and if necessary, can go back to the state legislature for modifications. He also discussed how Hennepin County is increasing staffing for project delivery, which is constraining their staff for grant writing and long-range planning. He also suggested staff review the state's active transportation solicitation, which is simpler. S. Peterson responded that staff has met with State Aid regarding their active transportation solicitation.

Kyle Sabota, TAC member from City of Shakopee, supports a separate process so agencies can appropriately plan staffing. He requested municipal or regional be removed from the qualifying requirement (stating a project must be in a municipal or regional non-motorized system plan) for clarity. He supported a 90/10 split.

C. Hiniker discussed the different active transportation funds established by the state legislature, including those outside the TAB and Regional Solicitation process, and asked whether the funds should be coordinated and whether capacity and resources are restricted with the new money.

A. Stenson also supported a separate process to keep state and federal funds separate and opening opportunities to small cities as well as simplifying to only consider the areas defined in the bill. She believes the geographic balance and equity matches the established process, but that urban areas receive more in active transportation because of the usage categories and scoring measures. S. Peterson agreed that the state money is attractive to smaller communities because there are not the federal requirements.

L. Leitner pointed out that the bill language does not discuss density and that is in direct conflict with the usage scoring measure and discussed specific Washington County projects that do not score well in current scoring measures. She believes the proposed process is the easiest path forward, but it does not meet the needs of the region, specifically small cities.

E. Koutsoukos referenced MnDOT's active transportation solicitation language, including scoring applications within similar sized communities and they fund up to 100% and can be used as a federal funds local match.

S. Mareck acknowledged the Council staff resource constraint is easier for administration but may not be the best path forward. He asked about the funds administration. S. Peterson responded that fund administration is currently being discussed with the State and that it will be a focus in upcoming months but could come through Minnesota State Aid office or the Council.

S. Janowiak requested clarification whether the municipal or regional plans listed were limited to the ones listed or suggested types of plans and if the funding could be used for capital and operating funds for mobility hubs, as an example. S. Peterson believes the funds could be used for operating funds. C. Hiniker reminded the committees that this is intended to be an interim approach. He also discussed considering how agencies benefitted differently under new state funding and that consideration could be given for small city set asides or other approaches, that will be reviewed during the Regional Solicitation Evaluation. He did not support holding the money until the 2026 cycle, due to the public perception of funding needs. S. Peterson discussed the need to spend the money and that staff is less comfortable with holding it until 2026. He noted that in the 2022 cycle, an unprecedented amount of funding was allocated to active transportation and that still only funded 18 of the 49 multiuse trails and bicycle facilities projects that were submitted – he believes adding the active transportation funds to the larger regional solicitation will help more agencies get funding for their projects and that separate solicitations could be more challenging to apply for and administer. M. Thompson summarized the discussion as supportive of a simplified or separate program for the active transportation and acknowledged this cycle should be considered a pilot program to spend down the earlier money. He asked S. Peterson whether it was possible to do a separate application within the 2024 solicitation. S. Peterson said it was not possible with the timeline.

L. Leitner does not want the money to be held and asked if this is pilot, why it could not be simplified and then evaluate whether it attracted additional applicants. She also asked if it was a possibility to release it later, but still concurrently with the 2024 cycle. S. Peterson responded that it would delay the solicitation opening. M. Thompson referenced the state active transportation solicitation and asked whether the application would satisfy the bill language. S. Peterson read a comment from Mike Samuelson about adding a checkbox for whether the project should be considered for the active transportation funds that would simplify administration. E. Koutsoukos suggested adding a second budget cost sheet if projects only want to be considered for active transportation sales tax but could complicate scoring. L. Leitner responded that it does not fully address the issues she and others have brought up.

J. MacPherson agreed that the state's active transportation solicitation application seems like a good first step and to pull it out of the solicitation process because it is so expensive. E. Koutsoukos said much of the time needed for a new application is building it in WebGrants so if the application was kept out of that software it could be built quickly.

K. White supported a simplified solicitation and use it as a pilot. She also suggested raising the project award minimums, specifically the safe routes to school projects.

S. Peterson summarized the discussion as a separate application and a pilot program. He added that a separate solicitation will require additional time from volunteer scorers. C. Hiniker discussed the creation of the new Unique Projects category application which took

four months meeting every other week to create. Critiques of the application are that it is qualitative and lacks rigor and that it was not reviewed enough by local partners. He has concerns about putting together a separate application and scoring guidance because it would not receive adequate public and small city review and feedback to keep it on a similar timeline.

S. Mareck also does not want to hold the money but does not want to rush the process. He does not believe it needs to run parallel to the solicitation. He summarized his support for a simplified application, not to comingle state and federal funds, and make it easier for smaller cities to apply. He suggested an off-year solicitation that uses the MnDOT active transportation solicitation application to better review and provide staff adequate time to prepare and administer the process.

Chair Thompson again summarized the discussion: desire for a separate process outside the regional solicitation that could use the existing scoring with some tweaks and replicate the state's active transportation solicitation. S. Peterson reminded members that the bill language does require the process to align with the procedures and requirements of the solicitation. The feedback here is different from that bill language, but there are some opportunities to incorporate into the 2024 cycle. He has concerns about rushing a process through. He committed staff to review timing, review the state's application to the bill criteria, and make recommendations to TAC. Chair Thompson agreed that a pilot process is good, and staff will need to decide on what is possible. He also supported a focused application separate from the federal solicitation process. He asked Council staff to review the feedback and provide some feasible options for the 2024 cycle and then review the long-term process recommendations later with a public engagement process.

S. Peterson thanked the members for their feedback. He did request members think about what the funding split should be (80/20, 90/10, 100%). E. Koutsoukos added that the state solicitation allows applicants to use the state funds to serve as their federal local match and that recommendations will need to be made on whether that is appropriate for the funds and whether a total funding cap would be applied.

Reports

C. Hiniker gave a Transportation Policy Plan update with a summary of the upcoming work at the TPP Technical Working Group, including next month's work on the draft goals and objectives, forming policy working groups, and discussing conceptual chapter information. He encouraged members to coordinate with any staff on the committees.

Adjournment

Business completed; the meeting adjourned at 2:50 p.m.

Council contact:

Bradley Bobbitt, Senior Planner
Bradley.Bobbitt@metc.state.mn.us
651-602-1724

Action Transmittal

Transportation Advisory Board

Meeting Date: July 20, 2023 **Date**: July 13, 2023

Action Transmittal: 2023-41

Scope Change Request for Minneapolis E Line Route Signal and Pedestrian Safety Project

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of Minneapolis requests a scope change to remove the Upton Avenue S/Sheridan Avenue S and 43rd Street intersection from its E Line route signal and pedestrian safety project (SP# 141-030-058).

Recommended Motion

That the Funding & Programming Committee recommend approval of Minneapolis's scope change request to remove the Upton Avenue S/Sheridan Avenue S and 43rd Street intersection from Minneapolis's E Line route signal and pedestrian safety project (SP# 141-030-058).

Summary

This requested scope change involves removing one of four intersections from the City of Minneapolis's E Line route signal and pedestrian safety project.

Background and Purpose

Minneapolis was awarded $1,980,000 in Highway Safety Improvement Program (HSIP) funds in the 2022 HSIP solicitation, in the Proactive application category. The award was to fund traffic signal replacement, signal visibility, APS, pedestrian improvements, ADA ramp upgrades, and curb extension at four intersections on the E Line arterial bus rapid transit (ABRT) route. The four intersections are:

- Upton Avenue S/Sheridan Avenue S and 43rd Street
- Xerxes Avenue S and 44th Street
- Vincent Avenue S and 44th Street
- Richfield Road and 36th Street

The Upton Avenue S/Sheridan Avenue S and 43rd Street intersection is also a planned E Line ABRT platform location. Therefore, Metro Transit proposes to include curb extensions and ADA pedestrian ramps at two quadrants of the intersections. Minneapolis would prefer that the all improvements at the intersection be delivered with the E Line project, removing the intersection from this HSIP-funded project. The City of Minneapolis would locally fund safety improvements at the intersection.

The city is requesting a scope change to remove the intersection from the project. The city also requests to retain its full federal funding amount, as the remaining intersections are estimated to cost $2,250,000, which is roughly the same as the original estimate of the full project ($2,200,000).

If the request is approved, a Transportation Improvement Program (TIP) amendment would be applied for at a later date, as the draft 2024-2027 TIP is being processed at this time.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes 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. 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: Table 1 shows a scoring analysis. This was scored through a MnDOT process. While the project is reduced by 25% (i.e., one of four intersections removed), the impact on the scoring measures is not likely to be large. The application's score of 480 is 95 points above the 385 points the highest-scoring unfunded project in the category scored. Given this and the assertion that the entire project will be built, staff recommends approval of the request.

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1. Connection to MN Strategic Highway Safety Plan	100	55	0	No change
2. Cost Per Exposure	300	74	0	Potential for some change
3. Correctable Fatal/Serious Injury Crashes	100	0	0	N/A
4. Crash Modification Factor	200	154	0	Potential for some change
5. Part of a Plan	200	100	0	No change
6. Ped/Bike Safety	100	97	0	Potential for some change
TOTAL	**1,000**	**480**	**0/-**	**Likely minimal change**

* 0 = no change
+ = small improvement, ++ = moderate improvement, +++ = large improvement
- = small diminishment, -- = moderate diminishment, --- = large diminishment

Funding: Removal of a portion of the original project scope will result in a reduction in the original budget. The original application and current cost estimates are shown in Table 2, below.

Table 2: Federal and Local Costs

	Application Budget	Current Budget
Federal Funding Amount	$1,980,000	
Local Contribution	$220,000	
Total Cost	$2,200,000	$3,000,000
Intersection Removal (federal; 90%)	$550,000 ($495,000)	$750,000
Revised Project Cost (federal)	$1,650,000 ($1,485,000)	$2,250,000

History going back to the February 2019 Scope Change Consultation and Evaluation Process shows that retention of the full federal award is typical when removed elements are being completed by other another project. Minneapolis will complete the removed intersection as applied for in the HSIP application. This would be the second largest sum of money retained since the policy was revised.

Routing

To	Action Requested	Date Completed (*Scheduled*)
TAC Funding & Programming Committee	Review & Recommend	*July 20, 2023*
Technical Advisory Committee	Review & Recommend	*August 2, 2023*
Transportation Advisory Board	Review and Adopt	*August 16, 2023*

Minneapolis
City of Lakes

Public Works – Traffic & Parking Services
300 Border Avenue
Minneapolis, MN 55405
TEL 612.673.3000
www.minneapolismn.gov

June 27, 2023

Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Subject: Scope Change request for S.P. 141-030-058; E Line Route Signal and Pedestrian Safety Improvements HSIP Project

Dear Mr. Thompson,

The City of Minneapolis is submitting the attached Scope Change request for the E Line Signals HSIP project S.P. 141-030-058.

As part of the 2022 HSIP solicitation, the City of Minneapolis was awarded federal funding for traffic signal and pedestrian safety improvements at four intersections along the planned Metro E Line route. Proposed improvements include reconstructed traffic signals with improved signal visibility, Americans with Disabilities Act (ADA) pedestrian ramps, Accessible Pedestrian Signals (APS), and curb extensions. These improvements are proposed at:

- Upton Avenue S/Sheridan Avenue S and 43rd Street intersection
- Xerxes Avenue S and 44th Street intersection
- Vincent Avenue S and 44th Street intersection
- Richfield Road and 36th Street intersection

While these four intersections are all along the planned Metro E Line Route, the intersection of Upton Avenue/Sheridan Avenue/43rd Street is also a planned E Line BRT platform location. Therefore, the Metro E Line project is proposing to include curb extensions and ADA pedestrian ramps at two quadrants of the intersection.

At the time of the federal application, the City and Metro Transit were in the planning phase of coordinating delivery of multiple projects including the Metro E Line Bus Rapid Transit (BRT) project and this proposed application. Subsequent coordination has identified that the preferred project delivery method is to implement all improvements at the Upton Avenue/Sheridan Avenue/43rd Street intersection with the Metro E Line project, thus removing the work from the City's HSIP project S.P. 141-030-058. The City intends to locally fund these safety improvements to be constructed with Metro Transit's E Line project, consistent with other locally requested project scope.

The 2024-2027 State Transportation Improvement Program (STIP) identifies $1,980,000 in federal funding and $352,000 in local match funding for the E Line Route HSIP Project S.P. 141-030-058. The program year for the project is 2025.

The City of Minneapolis is requesting a scope change to remove the proposed improvements at the Upton Avenue/Sheridan Avenue/43rd Street intersection from S.P. 141-030-058, and include these improvements

as locally funded scope within Metro Transit's E Line project. This scope change would result in streamlined design, engagement, and construction of improvements at the Upton Avenue/Sheridan Avenue/43rd Street intersection, while maintaining a separate project for signal and pedestrian improvements at the three non-platform intersections within the HSIP project.

If approved, the proposed traffic signal and pedestrian safety improvements at the Upton Avenue/Sheridan Avenue/43rd Street intersection will be delivered with the Metro E Line project. The City of Minneapolis intends to cost participate with local funds at this intersection consistent with other BRT platform locations with locally requested project scope. Due to inflation and high bid prices on similar projects, the construction cost estimate at the remaining three intersections is $2,250,000. As such, we respectfully request to retain the full federal funding amount of $1,980,000 for the remaining intersections within S.P. 141-030-058.

Thank you for your consideration of this scope change request. We will be happy to provide further information if needed to consider this request.

Sincerely,

Ryan M Anderson

Ryan Anderson, P.E.
Senior Professional Engineer
City of Minneapolis Public Works – Traffic and Parking Services

SCOPE CHANGE REQUEST
S.P. 141-030-058
E Line Route Signal and Pedestrian Safety Improvements Project

Original Application:

Application Category	HSIP
Solicitation Year	2022
Application Total Project Cost	$2,200,000
Federal Award	$1,980,000
Locations for Improvements	Upton Avenue S/Sheridan Avenue S and 43rd Street Xerxes Avenue S and 44th Street Vincent Avenue S and 44th Street Richfield Road and 36th Street

Project Elements Being Removed	Original Application Cost
Work at Upton Avenue S/Sheridan Avenue S and 43rd Street	$550,000

Current Construction Cost Breakdown	Construction Cost
Work at Upton Avenue S/Sheridan Avenue S and 43rd Street	$750,000
Work at other three intersections	$2,250,000
Total	$3,000,000

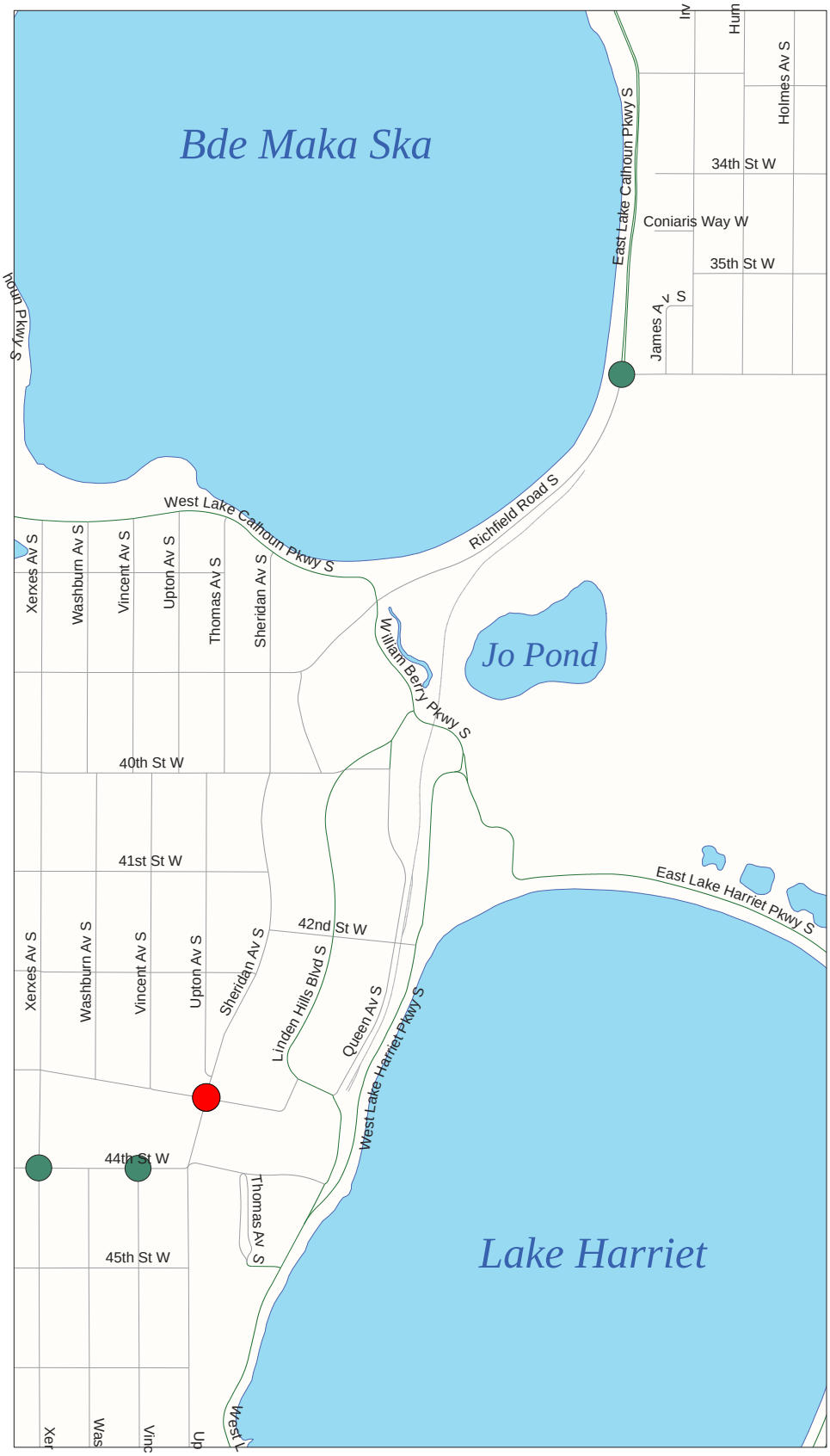
Requested Scope Change:

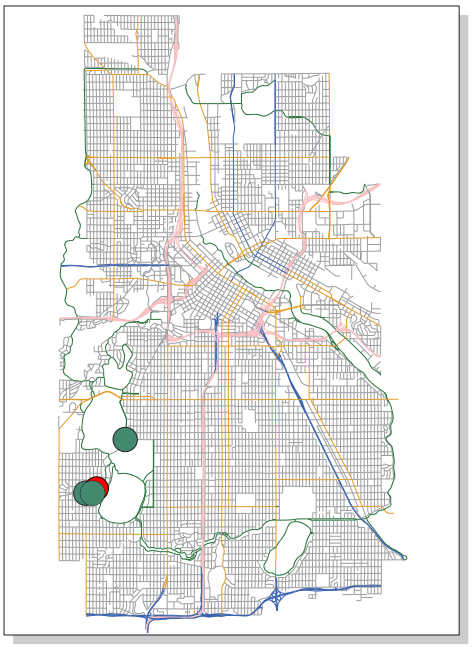
Locations for Improvements	~~Upton Avenue S/Sheridan Avenue S and 43rd Street~~ Xerxes Avenue S and 44th Street Vincent Avenue S and 44th Street Richfield Road and 36th Street

Please See Attached:

1. Project Location Map
2. Metro Transit Letter of Understanding

Proposed Project Locations





Original Project Locations

Location proposed for removal from scope

N
W E
S

E Line BRT Route Signal and Pedestrian Safety Improvements

Minneapolis City of Lakes

Traffic & Parking Services Division
Department of Public Works
300 Border Avenue North
Minneapolis, MN 55405
612.673.5750

Metro Transit

June 20, 2023

Ryan Anderson, P.E.
City of Minneapolis, Department of Public Works
Traffic and Parking Services Division
300 Border Avenue North
Minneapolis, MN 55405

RE: 2022 Highway Safety Improvement Project – Letter of Understanding

Dear Ryan:

Metro Transit presents this letter of understanding to the City of Minneapolis (the City) regarding the City's 2022 Highway Safety Improvement Project (E Line BRT Route Signal and Pedestrian Safety Improvement Project No. 141-030-058) which includes ADA work and signal updates at the Upton Avenue South/Sheridan Avenue South and 43rd Street West intersection.

As the City is aware, Metro Transit is developing the METRO E Line bus rapid transit (BRT) project with planned station construction primarily along University Avenue and 4th Street, Hennepin Avenue, Sheridan Avenue, 44th Street, and France Avenue, including a station with platforms on two corners of the Upton Avenue South/Sheridan Avenue South and 43rd Street West intersection. The project is currently fully funded with construction planned for 2024-2025. We appreciate the City's ongoing partnership with the E Line project and broader improvements being studied along the E Line corridor.

It is understood that the City has received federal funding to support intersection improvements at four intersections:

- Upton Avenue South/Sheridan Avenue S and 43rd Street
- Xerxes Avenue South and 44th Street
- Vincent Avenue South and 44th Street
- Richfield Road and 36th Street

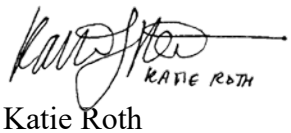
Such work at these intersections includes the addition of curb extensions, pedestrian ramp upgrades, the addition of accessible pedestrian signals (APS) and push buttons, and signal upgrades. It is further understood that the City is seeking to remove the intersection at Upton Avenue South/Sheridan Avenue South and 43rd Street from the overall 2022 Highway Safety Improvement Project, and deliver the work with Metro Transit's E Line project. This will allow the agencies to best coordinate the planned improvements.

Metro Transit understands that the City commits to participating in the full cost of those scoped improvements, and intends to enter into agreements with Metro Transit to formalize that commitment for design and construction.

Pending future formal funding participation commitment, Metro Transit supports consolidating City's work at the Upton Avenue South/Sheridan Avenue South and 43rd Street intersection into E Line project delivery. In conjunction with the planned E Line project, Metro Transit commits to partnering with the City to include those improvements at the Upton Avenue South/Sheridan Avenue South and 43rd Street intersection that would have otherwise been delivered as part of the City's Project No. 141-030-058. Such consolidation will minimize construction impacts to the local community and roadway users and also allow for the construction of superior ADA accommodations.

We look forward to continued coordination with the City of Minneapolis on the E Line project.

Sincerely,



Katie Roth
Director, Arterial Bus Rapid Transit

cc: Nick Thompson, Deputy General Manager
Evan Owens-Ambrogio, Principal Engineer
Adam Smith, Manager, BRT Projects

Action Transmittal

Transportation Advisory Board

METROPOLITAN COUNCIL

Committee Meeting Date: July 20, 2023 **Date:** July 13, 2023

Action Transmittal: 2023-42

Program Year Shift Request for Brooklyn Park Projects Impacted by Blue Line Extension

To: TAC Funding and Programming Committee

Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process (Steven.Peterson@metc.state.mn.us)

Requested Action

The City of Brooklyn Park requests a program year (PY) shift to 2028 for its CSAH 103 roadway project (110-020-041), its CSAH 103 streetscape/trail project (110-020-042), and its CSAH 30 roadway project (110-020-043).

Recommended Motion

That the TAC Funding and Programming committee recommend (approval/disapproval) of Brooklyn Park's request to shift its CSAH 103 roadway project (110-020-041), its CSAH 103 streetscape/trail project (110-020-042), and its CSAH 30 roadway project (110-020-043) to 2028.

Background and Purpose

Due to delays associated with the Blue Line LRT extension, the City of Brooklyn Park is requesting an exception to TAB's Program Year Policy (attached). The City would like to move three associated projects to 2028 to align with construction of the Blue Line LRT extension.

In recent Regional Solicitations, Brooklyn Park was awarded projects in the vicinity of the Blue Line extension project (Table 1). The Blue Line extension was originally scheduled to begin construction in 2019 but that has been delayed to start construction until 2028 due to the need to realign part of the route.

Table 1: Brooklyn Park's Regional Solicitation Projects related to Blue Line LRT Extension

Funding Cycle	SP#	Project	Award Amount	Original PY	Current PY	Requested PY
2018	110-020-041	CSAH 103 Project from CSAH 109 to CSAH 30	$7,000,000	2022	2025	2028
2018	110-020-042	CSAH 103 Streetscape & Transit Improvements from 74th St. to CSAH 30	$1,000,000	2023	2026	2028
2022	110-020-043	CSAH 30 Reconstruction from Xylon Ave to CSAH 103	$2,521,600	2026	2026	2028

In May 2023, Brooklyn Park requested a program year extension to 2026 for the CSAH 103 project (110-020-041) (see Action Transmittal: 2023-31). TAB denied the request, due in part to uncertainty on the correct program year and the desire to include the CSAH 103 streetscape/trail and CSAH 30 reconstruction projects as well. TAB tabled the request for further discussion in July. Brooklyn Park officially withdrew their initial request and resubmitted a request with Hennepin County with the two additional projects and to extend the program year to 2028.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) manages the annual program of projects programmed by the Regional Solicitation. The request does not follow TAB's Program Year Policy which states that a project can request one program year extension one time. Due to extenuating circumstances and to align the projects with Blue Line Light Rail Transit (LRT) Extension construction.

Staff Analysis

The CSAH 103 project was originally programmed for 2022 while the CSAH 103 streetscape and transit project was originally programmed for 2023. In 2021, these projects received extensions to 2025. This delay occurred due to LRT-related BNSF railroad negotiations and project partners needing additional time to evaluate other options to advance the project without using the railroad property.

The CSAH 30 Reconstruction was awarded funding for 2026 in the 2022 Regional Solicitation and has not received any program year extensions.

The Blue Line LRT extension is currently working through a Supplemental Environmental Impact Statement process, with a draft expected in the fall of 2023 and a final document anticipated in 2024. The Blue Line LRT construction is expected to start in 2028. While the program year policy only allows for one-time, one-year program year extension, this remains a complex, regionally significant project that a coordinated approach to construction is valuable to minimize impacts to the public. For example, the roadway project will provide final grading for the Blue Line extension so coordinating timing is important.

Table 2 provides a starting point of pros and cons for the committees to consider.

Table 2: Pros/Cons of Granting Exception to Program Year Policy

Pros	Cons
The Blue Line LRT extension alignment is no longer on the BNSF right-of-way, lowering risk for change, provided the project moves forward.	There is risk that the Blue Line LRT extension is further delayed due to findings in the Supplemental Environmental Impact Statement currently in progress.
Limited financial impact to the overall Regional Solicitation program.	The approach is not consistent with the program year extension policy, although several exceptions have been made in recent years. The policy will be updated this fall to better account for these types of exceptions.
Would enable the successful completion of one of the largest transit expansion projects planned in the region in the next decade.	
Coordinating projects is better for the traveling public due to minimization of construction impacts.	

Committee Comments and Actions

The issue of extending the CSAH 103 project was brought to the TAB Executive Committee on April 19, 2023, given the complexity of the issue relative to current TAB Policy. Following TAB's

tabling of the item, which was related to the likelihood that this would be one of at least two requests, the other two projects were added. The Policy was written with stand-alone projects in mind, whereas how to treat a project that connects to a larger project is not adequately addressed. This circumstance is happening more often and is likely to continue. Other examples of past Regional Solicitation projects tied to larger projects include smaller projects tied to the Green Line Extension, Gold Line, and various Arterial Bus Rapid Transit projects, signify a need to reexamine the TAB policy.

Routing

To	Action Requested	Date *Scheduled*/ Completed
TAC Funding & Programming Committee	Review & Recommend	*July 20, 2023*
Technical Advisory Committee	Review & Recommend	*August 2, 2023*
Transportation Advisory Board	Review & Adopt	*August 16, 2023*

Brooklyn Park
Operations & Maintenance

City of Brooklyn Park
Operations and Maintenance
8300 Noble Ave N.
Brooklyn Park, MN 55443
763-493-8007
www.brooklynpark.org

July 5, 2023

James Hovland
Chair, TAB Executive Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Program Year Change Request for:

1) SP 110-020-041 – Brooklyn Park: Hennepin CSAH 103 Recon. & Expansion from CSAH 109 to CSAH 30
2) SP 110-020-042 – Brooklyn Park: Hennepin CSAH 103 Streetscape and Transit Improvements from 74th Ave to CSAH 30
3) SP 110-020-043 – Brooklyn Park: Hennepin CSAH 30 Reconstruction from Xylon Ave to CSAH 103

Mr. Hovland,

The City of Brooklyn Park respectfully requests support from the TAB Executive Committee for a program year change to the year 2028 for the above referenced projects located along Hennepin CSAH 103 and CSAH 30 and both tied to the Blue Line Extension Light Rail Transit Project (BLRT), that were previously awarded federal funds through various cycles of the Regional Solicitation.

Following is a brief history of these projects:

- Brooklyn Park was awarded funding for the first two projects in program years 2022 and 2023, respectively, as part of the 2018 Regional Solicitation.
- The BLRT Project was initially scheduled to begin construction in 2019 and be completed by 2023. The BLRT Project was delayed to an estimated 2024/2025 start and 2028 opening because of negotiations with the BNSF Railroad and then subsequent need to determine an alternative route through North Minneapolis, Robbinsdale and Crystal.
- The City of Brooklyn Park requested extensions of the first two projects in 2021 to Program Years 2025 and 2026.
- Extensions were granted later in 2021.

- The City of Brooklyn Park was awarded funding for the CSAH 30 Project in Program Year 2026 as part of the 2022 Regional Solicitation.
- The project schedule was further delayed by the complexity associated with determining a new alignment through North Minneapolis, Robbinsdale and Crystal, additional engagement efforts and preparation and approval of an amended EIS.
- It is now estimated the BLRT Project may not start construction until 2028.

The City of Brooklyn Park understands that Metropolitan Council's policy is to only grant one program year extension. However, due to the complex, intertwined nature of these projects, their regional significance, sensitivity in completing an extensive environmental amendment and the benefits of tying the projects together, the project team is requesting an exception to the program year policy. Some of the reasons these projects have pushed back from 2025/2026 to 2028 is due to the complex nature of the BLRT Project, review and coordination with partner agencies and additional engagement, including those underrepresented and overburdened by the project.

We recognize this is outside the typical process for a program year extension. However, while this regionally significant project has progressed, all partners have continued to support the project. Based on this, the City of Brooklyn Park and Hennepin County request support to change all of the above identified projects to program year 2028. Please contact us if additional information is needed.

Sincerely,

Jesse Struve, P.E.
Brooklyn Park City Engineer

Daniel Soler

Dan Soler, P.E.
Hennepin County Director of Transit and Mobility

Action Transmittal

Transportation Advisory Board

Committee Meeting Date: July 20, 2023 **Date:** July 13, 2023

Action Transmittal: 2023-43

Release of 2024 Regional Solicitation and Highway Safety Improvement Program (HSIP) Solicitations

To: TAC Funding & Programming Committee

Prepared By: Elaine Koutsoukos, TAB Coordinator, 651-602-1717

Steve Peterson, Senior Manager, 651-602-1819

Joe Barbeau, Senior Planner, 651-302-1705

Requested Action

Release of the 2024 Regional Solicitation and Highway Safety Improvement (HSIP) Solicitations.

Recommended Motion

That the TAC Funding & Programming Committee recommend approval of the release of the 2024 Regional Solicitation and Highway Safety Improvement (HSIP) Solicitations.

Background and Purpose

The Regional Solicitation for Federal Transportation Projects is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. Historically, the Twin Cities Metropolitan Area has selected projects for funding from two federal programs: the Surface Transportation Block Grant (STBG) Program and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. However, more funding sources have been created in recent years, including the federal Carbon Reduction Program, the federal PROTECT program and the Active Transportation Sales Tax, which is funded through a new metro sales tax. Following completion of the 2022 Regional Solicitation, staff worked with the TAC Funding & Programming Committee, TAC, and TAB on updates to the Regional Solicitation. A draft Solicitation with approved changes was subsequently released for public review. The attached materials include applications, introduction, forms, and qualifying criteria for the 2024 Regional Solicitation. Approximately $250 million is expected to be available in this solicitation. Most of the funding is for fiscal years 2028 and 2029. The exception is for the travel demand management application, which will solicit about $1.2 million for 2027 and 2028, and the unique projects application, which will solicit about $4.0 million for 2027 and 2028.

Simultaneous to the release of the Regional Solicitation is release of the Highway Safety Improvement Program (HSIP) solicitation. HSIP is a core federal program defined in FAST Act. HSIP is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including nonstate-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. MnDOT conducts the Highway Safety Improvement Program (HSIP) solicitation, and the proposed projects are evaluated by a selection committee comprised of transportation professionals that includes members of the TAC. With guidance from its technical committees and a recommendation from this selection committee, the TAB's role is to approve the Solicitation

criteria and selection of projects to be awarded HSIP funds. The draft district program criteria are attached for review and comment.

Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for transportation funding. The region's Transportation Policy Plan includes transportation safety policies strategies, and the HSIP solicitation is consistent with that plan.

Staff Analysis

A public comment period recently concluded and as a result staff is proposing the following clarifications and updates to what was released for public comment by TAB at its May 18, 2023, meeting. Note that staff suggests no clarifications and updates to the HSIP Solicitation as the public comment responses were focused on the Regional Solicitation. Yellow-highlighted changes were made following the public comment period.

- In the Multiuse Trails and Bicycle Facilities application, staff suggests clarifying in the scoring guidance for the RBTN scoring measure (Measure 1) that projects not connected to the Regional Bicycle Transportation Network (RBTN) "will be awarded 50 points if they are a part of a local system and identified within an adopted county, city, or regional parks implementing agency plan" (See page 188).
- Unique Projects: In response to public comments on unique projects staff suggests the following clarifications (See pages 227 – 238):
    - Rewording of evaluation criterion 1 (Significance) to eliminate reference to "scalability" in favor of focusing on "regional impact." in Measure A, along with clarification of Measures B and C as rating expandability and newness of approach, respectively.
    - Adjusting the five criteria weights to total 100% (they had totaled 101%). This includes a one-point reduction to Significance, A one-point increase to Environmental impacts, and a one-point decrease to Partnerships.
- Bridge Qualification: To keep up with MnDOT State-Aids' updated federal bridge funding eligibility requirements, staff suggests changing bridge eligibility to require a Local Planning Index (LPI) of less than 60 or a National Bridge Inventory (NBI) Appraisal Rating of three or less in one of three categories (deck geometry, approach roadway, and waterway adequacy). The draft released for public comment retained the previous requirement of NBI Appraisal Rating of 6 or less for rehabilitation and 4 or less for replacement, with no reference to LPI. (See pages 17 and 36).
- Scoring Guidance Document: Prior to release of the application (roughly September 1), staff will produce a reference document focused only on scoring guidance as requested in one public comment.
- In the Equity and Affordable Housing criterion, staff suggests replacing the phrase "equity population" with "disadvantaged communities" (See pages 49 and 54 for an example).
- Active Transportation: The recently enacted transportation sales tax allocates an estimated $24 Million per year to TAB for active transportation. Because this law was passed following the release of the Regional Solicitation for public comment, no reference to the active transportation funding was included in the public review. Staff suggests the following pilot project approach for distributing active transportation funds through the 2024 Regional Solicitation (See pages 4-5, and 37-38):
    - Designating the funds to the Pedestrian and Safe Routes to School application. The Multiuse Trails and Bicycle Facilities category is also eligible to receive the funds, but this early designation sets expectations to applicants regarding funding sources. If there is more active transportation funding than applied for, either some would be provided to multiuse trail and bicycle facilities projects or TAB would defer the funding to the 2026 Regional Solicitation. TAB may also use federal funds to fund further down the rankings lists in the Pedestrian and

Safe Routes to School categories. Therefore, the application will enable applicants in those categories to note whether they would accept federal funding, if offered.

- Requiring a 10% match from applicants. The law does not require a local match on the sales tax funds. More input is needed from the committees, but as a starting point, staff suggests 10% to promote a minimal local financial contribution, but at a low enough value to not discourage agencies from applying, especially smaller ones.
- The 2024 funding cycle will be considered a pilot project to financial resources out to applicants in a timely manner and to get active transportation projects constructed. A longer-term approach to spending active transportation funds will be established during the Regional Solicitation Evaluation.

The Transportation Advisory Board (TAB) is being provided with the public comments to the draft Regional Solicitation at its July 19, 2023, meeting. Staff may bring additional items for possible changes brought up in that meeting.

Routing

To	Action Requested	Date Completed (*Scheduled*)
TAC Planning or TAC Funding & Programming Committee	Review & Recommend	*July 20, 2023*
Technical Advisory Committee	Review & Recommend	*August 2, 2023*
Transportation Advisory Board	Review & Recommend (or Adopt)	*August 16, 2023*
Metropolitan Council Transportation Committee	Review & Recommend (or Adopt)	*August 28, 2023*
Metropolitan Council	Review & Recommend (or Adopt)	*September 13, 2023*

Active Transportation Sales Tax Funds

METROPOLITAN COUNCIL

July 2023

Active Transportation Sales Tax Funds

New Funding Source

- 5% of Council's new metro transit sales tax revenue provided to TAB for Active Transportation defined as "bicycling, pedestrian activities, and other forms of nonmotorized transportation."
- Estimated $24M per year, collection starting on Oct 1st, 2023.
- Process for selecting projects must include solicitation, evaluation and prioritization and must align with the procedures and requirements established for allocation of other funds (i.e., Regional Solicitation)
- Legislation establishes prioritization criteria that aligns well with the Multiuse Trail, Pedestrian Facilities, and Safe Routes to School application categories

Relevant session law:

(b) The Transportation Advisory Board must establish eligibility requirements and a selection process to provide the grant awards. The process must include: solicitation; evaluation and prioritization, including technical review, scoring, and ranking; project selection; and award of funds. To the extent practicable and subject to paragraph (c), the process must align with procedures and requirements established for allocation of other sources of funds.

Process Requirements in Law

(c) The selection process must include criteria and prioritization of projects based on:

Two New Application Requirements Needed

(1) the project's inclusion in a municipal or regional nonmotorized transportation system plan;

(2) the extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;

(3) the extent to which the project supports connections between communities and to key destinations within a community;

(4) identified barriers or deficiencies in the nonmotorized transportation system;

(5) identified safety or health benefits;

New Selection Requirement Needed

(6) geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and

(7) the ability of a grantee to maintain the active transportation infrastructure following project completion.

TAB Spending Decision Required

Two Options for initiating sales tax spending as part of the Solicitation:

1. Modify current 2024 Regional Solicitation to accommodate these funds prior to release this fall.
    - Pro: Begins some spending of funds as soon as possible, likely for projects able to begin in 2025, 2026, 2027; TAB can select amount of funds to make available
    - Con: Limited changes to 2024 Solicitation can be accommodated

2. Wait to allocate any funds until 2026 Solicitation, after conclusion of the Solicitation Evaluation and subsequent redesign of the process
    - Pro: Will maximize the funding available under a redesigned process specific to the sales tax funds
    - Con: Significant amount of funding will accrue prior to project selection in 2026 (est. $72-$78 million by the end of 2026 and additional $48 million available for allocation from 2027 -2028)

Staff Recommendation: Include some level of sales tax funding in 2024 Solicitation and make minor modifications necessary changes to adhere selection requirements in law

Discussion

What is TAB's preference?

1. Allocate some funds in 2024 Solicitation
2. Wait until 2026 Solicitation

TAB Direction: TBD on 7/19

Technical Feedback to Date

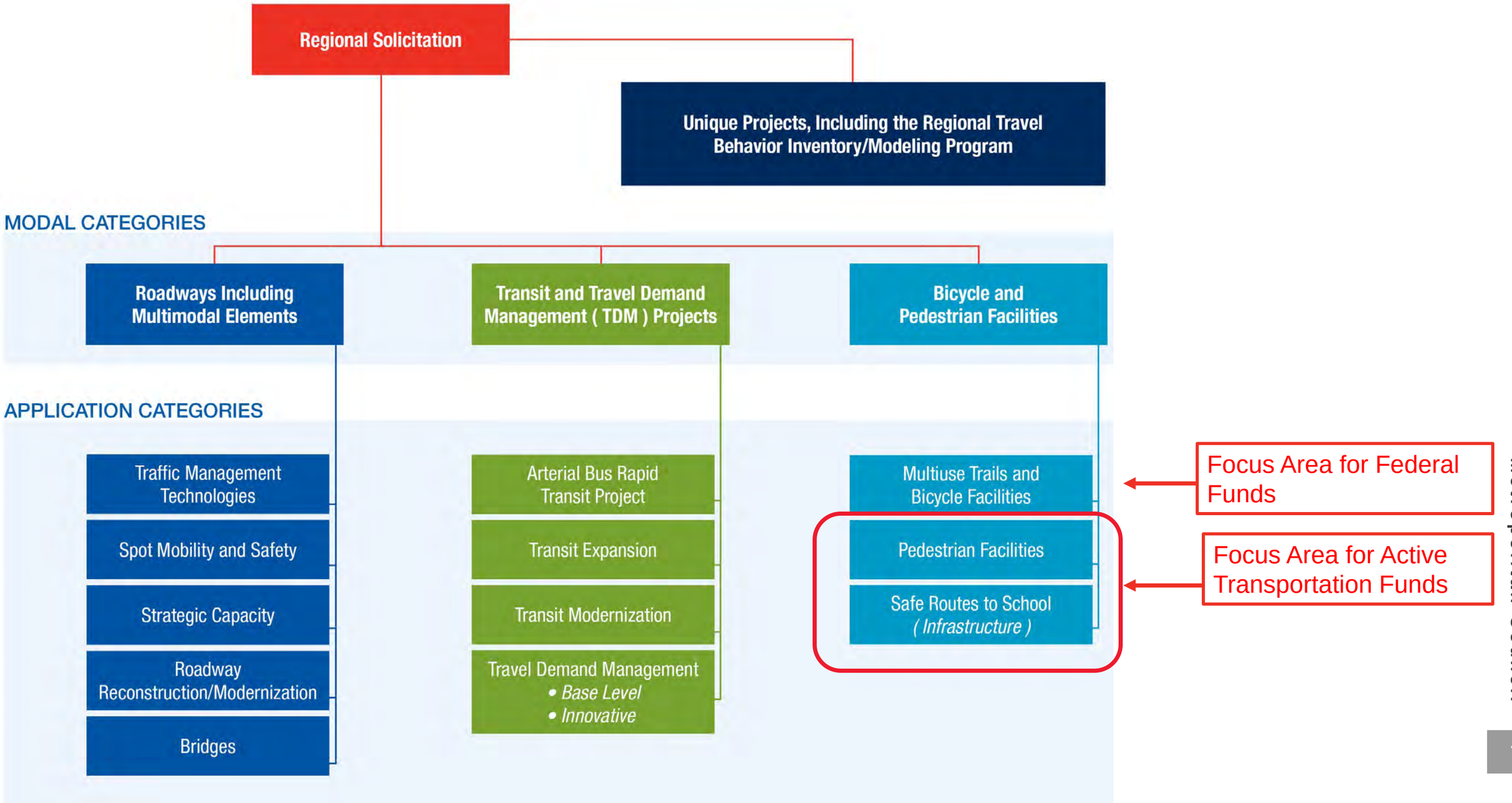
Information item on the new funding was discussed with TAC and TAC Funding & Programming on 6/15. Feedback included:

- Give applicants certainty on the front end whether they are applying for sales tax funds (non-federal) or federal funds.
- Use of non-federal funds on projects instead of federal funds has distinct advantages, especially for smaller projects and smaller community types who are not accustomed to using federal funds. Concern about achieving a geographic balance of investments.
- Hesitancy to invest 4 years of sales tax funding (2024, 2025, 2026, and 2027) in the 2024 funding cycle. A lesser amount was preferred. Further discussion needed as part of the Regional Solicitation Evaluation for future allocations.
- Prefer a simplified application in future years.
- Further clarity needed on whether the sales tax should pay for 80%, 90%, or 100% of the project costs.

Proposal for TAB Discussion

- Use the Active Transportation sales tax funds only for projects in the Pedestrian Facilities and Safe Routes to School application categories and notify applicants that this is where the sales tax funds will be focused.
- These two categories fund smaller projects so it is beneficial to keep them out of the federal process and typically come from a wider geographic spread of applicants, and a greater variation in community types/sizes.
- This approach would then focus the federal bike and pedestrian funds on the larger, multiuse trail application category.
- The Active Transportation funds would be considered above the modal funding ranges.
- A minimum of $33M-$38M (TAB to select) would be allocated in the 2024 Regional Solicitation cycle.
- The upcoming Regional Solicitation Evaluation will establish workgroups to propose a longer-term approach to best utilize the funding in future funding cycles.

REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES



Key Discussion Questions

1. As proposed, the first two years of sales tax collections would be utilized in the 2024 Regional Solicitation (approximately $33 million-$38 million). The Regional Solicitation Evaluation will have work groups to establish a longer-term approach to best utilize the Active Transportation sales tax funding. Is this the right amount to use this funding cycle? The next cycle will likely need to allocate three years of collections but will have more time to plan for the funds.

2. What do you think of the general approach to assign the sales tax funding as the way to fund Pedestrian Facilities and Safe Routes to School application categories for the 2024 Regional Solicitation, then revisit the approach for the 2026 cycle?

3. As proposed Active Transportation funding could be used for up to 90% of project costs, up to the application maximum award (i.e., $2 million for Pedestrian Facilities and $1M for Safe Routes to School). Other options include aligning with the rules of the other federal funding and pay only 80% of eligible costs or alternatively pay 100%?

4. Are the new qualifying requirements clear to applicants or should any edits be made?

5. Are there any other changes that should be made to the Pedestrian Facilities and Safe Routes to School application categories at this time before the release of the 2024 Regional Solicitation application?

Changes for Active Transportation Funding to Address Law Requirements

1. For projects to be considered for Active Transportation sales tax funds, the project must be included in a municipal or regional nonmotorized transportation system plan (examples may include Safe Routes to School system plan, specific bicycle or pedestrian system plans, Regional Bicycle Transportation Network, Regional Bicycle Barriers Study, Pedestrian Safety Action, Americans with Disabilities Act Transition Plan). List the system plan(s):

2. For projects to be considered for the Active Transportation sales tax funds, briefly discuss related policies and practices that encourage and promote complete streets planning, design, and construction.

3. The applicant should indicate if they would only accept Active Transportation sales tax funds and do not want to be considered for federal funds.

   ☐ Check the box to indicate that the applicant would only accept Active Transportation sales tax funds.

4. To promote geographic balance (geographic equity) as required in the state legislation, at least one project will be selected from each of the following Thrive MSP community designation groupings:
   - Urban, Urban Center
   - Suburban
   - Suburban Edge, Emerging Suburban Edge, Rural

Steve Peterson

Senior Manager of Highway Planning and TAB/TAC Process
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Steven.Peterson@metc.state.mn.us

METROPOLITAN COUNCIL

Background Information

TAC Funding & Programming Committee

Meeting date: July 20, 2023

Topic

Regional Transportation Sales and Use Tax for Active Transportation Projects:

Estimated $24 Million per Year to the Transportation Advisory Board for Active Transportation

Policy/legal reference: 2023 Session Law- Chapter 68 (unofficial)

Staff prepared/presented: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC

Division/department: Metropolitan Transportation Services

Background

Estimated $24 million per year to the Transportation Advisory Board for Active Transportation.

Relevant Session Law Language

Subd. 3. *Use of funds; active transportation*

(a) Sales tax revenue allocated to the Transportation Advisory Board under subdivision 2, clause (1), is for grants to support active transportation within the metropolitan area.

(b) The Transportation Advisory Board must establish eligibility requirements and a selection process to provide the grant awards. The process must include: solicitation; evaluation and prioritization, including technical review, scoring, and ranking; project selection; and award of funds. To the extent practicable and subject to paragraph (c), the process must align with procedures and requirements established for allocation of other sources of funds.

(c) The selection process must include criteria and prioritization of projects based on:

(1) the project's inclusion in a municipal or regional nonmotorized transportation system plan;

(2) the extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;

(3) the extent to which the project supports connections between communities and to key destinations within a community;

(4) identified barriers or deficiencies in the nonmotorized transportation system;

(5) identified safety or health benefits;

(6) geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and

(7) the ability of a grantee to maintain the active transportation infrastructure following project completion.

Potential Regional Solicitation Changes

Draft Additions to the 2024 Regional Solicitation Introduction Document

Regional Transportation Sales and Use Tax Overview for Active Transportation Projects
As authorized by the Omnibus Transportation Bill in the 2023 Minnesota Legislative session, the Metropolitan Council must impose a tax of three-quarters of one percent on retail sales and uses in the seven-county metro area. Five percent of the Council's portion of the sales tax revenue (estimated at approximately $24 million/year) must be allocated by the Transportation Advisory Board (TAB) for grants to support active transportation projects ("Active Transportation"), which may include projects in the existing Multiuse Trails and Bicycle Facilities, Pedestrian Facilities, and Safe Routes to School application categories. The tax will start being collected on October 1, 2023.

In order to utilize this funding on projects that benefit active transportation as quickly as possible, sales tax funding will be available to Pedestrian Facilities and Safe Routes to School projects as part of the 2024 Regional Solicitation for fiscal years 2025-2029 (Regional Solicitation federal funds are available for fiscal years 2028 and 2029 and will be used for Multiuse Trail and Bicycle Facilities projects within the larger modal category). TAB will determine the total amount of sales tax revenue to be allocated as part of the 2024 Solicitation based upon actual revenue collections, but currently estimates a total amount of $33-$38 million (the first two years of sales tax collections) will be allocated. TAB reserves the right to award more or less Active Transportation sales tax funds depending on the amount and quality of projects submitted, and/or utilize some of the funding on the Multiuse Trails category, if there is a lack of applications in the other two categories. The new Active Transportation sales tax funds will be considered above/added to Bicycle and Pedestrian Facilities federal funds allocated within the federal modal funding ranges.

Active Transportation sales tax funds will be available for up to 90% of eligible project costs up to the maximum award amount for the application category. Projects that were awarded federal Regional Solicitation funds in previous cycles cannot reapply this cycle for Active Transportation sales tax funds.

For the 2024 Regional Solicitation funding cycle, Active Transportation sales tax funding will be the primary funding source of funding for two application categories: Pedestrian Facilities and Safe Routes to School (conversely, federal funds will focus on the Multiuse Trail and Bicycle Facilities application category). These two application categories are smaller in size and there is an advantage to the region of keeping these projects out of the federal process by only using state funds on them. There is also a wider geographic spread of applicants from across the region and variety of community types that apply for and are funded in the Pedestrian Facilities and Safe Routes to School application categories.

After Active Transportation sales tax funds are expended on the highest scoring projects, TAB may use federal funds to fund further down the Pedestrian Facilities and Safe Routes to School ranked lists or to fund projects that do not meet the additional two requirements for the Active Transportation funds, but still want to be scored and ranked in these two categories.

The Regional Solicitation Evaluation will establish work groups to propose a longer-term approach to best utilize the Active Transportation sales tax funding in the 2026 Regional Solicitation cycle and beyond.

Eligibility for Active Transportation Funding (Optional)

1. **Bicycle and Pedestrian Facilities Projects Only:** For projects to be considered for Active Transportation sales tax funds, the project must be included in a municipal or regional nonmotorized transportation system plan (examples may include Safe Routes to School system plan, specific bicycle or pedestrian system plans, Regional Bicycle Transportation Network, Regional Bicycle Barriers Study, Pedestrian Safety Action, Americans with Disabilities Act Transition Plan). List the system plan(s):
2. **Bicycle and Pedestrian Facilities Projects Only:** For projects to be considered for the Active Transportation sales tax funds, briefly discuss related policies and practices that encourage and promote complete streets planning, design, and construction.
3. **Bicycle and Pedestrian Facilities Projects Only**: The applicant should indicate if they would only accept Active Transportation sales tax funds and do not want to be considered for federal funds.

   ☐ Check the box to indicate that the applicant would only accept Active Transportation sales tax funds.

Key Discussion Questions

1. As proposed, the first two years of sales tax collections would be utilized in the 2024 Regional Solicitation (approximately $33 million-$38 million). The Regional Solicitation Evaluation will have work groups to establish a longer-term approach to best utilize the Active Transportation sales tax funding. Is this the right amount to use this funding cycle? The next cycle will likely need to allocate three years of collections but will have more time to plan for the funds.
2. What do you think of the general approach to assign the sales tax funding as the way to fund Pedestrian Facilities and Safe Routes to School application categories for the 2024 Regional Solicitation, then revisit the approach for the 2026 cycle?
3. As proposed Active Transportation funding could be used for up to 90% of project costs, up to the application maximum award (i.e., $2 million for Pedestrian Facilities and $1M for Safe Routes to School). Other options include aligning with the rules of the other federal funding and pay only 80% of eligible costs or alternatively pay 100%?
4. Are the new qualifying requirements clear to applicants or should any edits be made?
5. Are there any other changes that should be made to the Pedestrian Facilities and Safe Routes to School application categories at this time before the release of the 2024 Regional Solicitation application?

BICYCLE PEDESTRIAN PLANNING WORK GROUP

July 14, 2023 Meeting Summary

The Bike Ped Planning Work Group met on Friday, July 14th for a focused discussion on potential funding solicitation options for distributing Minnesota's new Active Transportation Sales Tax Funds and implications for timing relative to the biannual Regional Solicitation funding cycle. This document summarizes key points and questions from that discussion.

Council staff presented information about the new tax and its legislatively directed requirements for distributing funds in the Twin Cities Metro region. Key points included:

- 5% of overall sales tax revenues will go to TAB for Metro region Active Transportation projects, projected at $24 M per year
- Two of the seven legislative project selection criteria were highlighted as creating two new qualifying requirements not included in the Regional Solicitation:
    - The project's inclusion in a municipal or regional nonmotorized transportation system plan
    - The extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction
- Strong desire was noted for getting Active Transportation (AT) tax funds out to projects on similar timeline with 2024 Regional Solicitation funds, rather than waiting until the 2026 funding cycle with potentially $125M+ accumulating in the AT tax revenue account.

Key comments and questions raised by Bike Ped Planning Work Group members by topic are summarized below.

Local match requirements:

- A 20% local match would be consistent with the Regional Solicitation and other federal funding sources but presents an obstacle for local governments (even a large city like St. Paul)
- Some members stated preference would be for 100% project funding via sales tax funds with 0% local match
- Maybe run the "pilot program" for first-time distribution at 100% sales tax contribution and re-evaluate the local match issue for future solicitations

General funding structure/timing/application process:

- Is the Regional Solicitation the correct mechanism for future distribution cycles?
- Could Active Transportation funds be distributed in off-cycle years for the Reg. Solicitation?
- Regional Solicitation applications are long and complex (probably scary for smaller cities); sentiments expressed for a simpler application process; goal should be a simple enough application form to not have to hire a consultant.
- Reference made to the MnDOT State-Aid AT selection criteria (which uses same AT definition as the AT legislation) to possibly use as a model for project selection for AT funds
- Council staff noted that to have a 'simpler' application form would likely require qualitative assessments of narrative project justifications (note, this would place greater burden on scorers)
- Suggestion made to explore a parallel (to Regional Solicitation) but slightly different AT solicitation process, possibly similar to the MnDOT process for Highway Safety and

Improvement Project (HSIP) funds that is less complicated than the Regional Solicitation but still gets done and approved by the TAB/Met Council; maybe timeframe of parallel process needs to be slightly different (to manage Council staff workload) but shouldn't have to wait a full 2 years until next Regional Solicitation cycle.

Geographic balance issue:

- Several members expressed concerns that projects in less developed areas (including rural and small towns) don't compete well in the regional solicitation process that uses density measures in several criteria.
- Suggestion made to keep existing Reg Solicitation criteria but have two or three categories based on the Council's community designations: (e.g., Urban/Urban Center and Suburban/Sub. Edge/Emerging Sub. Edge) to get "a little more geographic distribution of funds."
- Council staff noted that the Regional Solicitation in total has proven to be geographically balanced over time. One comment was that there are certain application categories that have less geographic balance than others.

Proposed approach based on technical feedback (prior to 7/14/23):

- Council staff presented possible approach to 2024 Regional Solicitation and Active Transportation funds:
  - Assign AT sales tax to fund projects in the Pedestrian Facilities and Safe Routes to School application categories, while funding projects in the Multiuse Trails and Bicycle Facilities category with federal transportation funds. The two primary reasons for this are
    1) so that expectations can be set for all applicants regarding the type of funds to be received, and that
    2) multi-use trails and bicycle facility projects tend to be larger and better able to take on requirements connected with federal funding.
  - AT funds would be above the typical modal funding range for pedestrian and SRTS projects with an estimated minimum of $33M to $38M for the 2024 cycle.
  - Forthcoming Regional Solicitation Evaluation to establish work groups to propose longer-term approach for future funding cycles.

- Bike-Ped Work Group members appeared open to this concept but raised two questions relating to potential obstacles:
  1. How will state legislators react to the report back that shows 100% of funds were awarded to pedestrian and SRTS projects?
     - Noted that some SRTS projects include bike trails or other facilities.
  2. Are there federal expectations that could be a problem for shifting Reg. Solicitation funds traditionally going to bicycle and pedestrian projects to fund only bicycle projects? Given that the Multiuse Trails and Bicycle Facilities category funds beyond federal expectations, staff does not believe this will be a concern.
- Additional thoughts on the proposed approach included
  - A disadvantage of this approach is that having separate solicitations for AT and federal transportation funds would complicate the process and increase the level of effort required for agencies wanting to apply for both.
  - Will we see a different set of applicants with 100% federal funding and no local match? Assessing the results would be difficult if all projects are "co-mingled between Regional Solicitation and AT funds."

INTRODUCTION: REGIONAL SOLICITATION FOR TRANSPORTATION PROJECTS

The Regional Solicitation is a competitive process to award federal transportation 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, the Infrastructure Investment and Jobs Act (IIJA), projects will be selected for funding as part of three federal programs: Surface Transportation Block Grant Program (STBGP), the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. The Carbon Reduction Program, may be included into the Regional Solicitation pending evaluation in the Regional Solicitation Evaluation and direction from the Metropolitan Council. It is assumed that federal funding will continue to be available in 2028 and 2029, but there is no money set aside at the current time with current federal legislation.

Regional Transportation Sales and Use Tax Overview for Active Transportation Projects

As authorized by the Omnibus Transportation Bill in the 2023 Minnesota Legislative session, the Metropolitan Council must impose a tax of three-quarters of one percent on retail sales and uses in the seven-county metro area. Five percent of the Council's portion of the sales tax revenue (estimated at approximately $24 million/year) must be allocated by the Transportation Advisory Board (TAB) for grants to support active transportation projects ("Active Transportation"), which may include projects in the existing Multiuse Trails and Bicycle Facilities, Pedestrian Facilities, and Safe Routes to School application categories. The tax will start being collected on October 1, 2023.

In order to utilize this funding on projects that benefit active transportation as quickly as possible, sales tax funding will be available to Pedestrian Facilities and Safe Routes to School projects as part of the 2024 Regional Solicitation for fiscal years 2025-2029 (Regional Solicitation federal funds are available for fiscal years 2028 and 2029 and will be used for Multiuse Trail and Bicycle Facilities projects within the larger modal category). TAB will determine the total amount of sales tax revenue to be allocated as part of the 2024 Solicitation based upon actual revenue collections, but currently estimates a total amount of $33-$38 million (the first two years of sales tax collections) will be allocated. TAB reserves the right to award more or less Active Transportation sales tax funds depending on the amount and quality of projects submitted, and/or utilize some of the funding on the Multiuse Trails category, if there is a lack of applications in the other two categories. The new Active Transportation sales tax funds will be considered above/added to Bicycle and Pedestrian Facilities federal funds allocated within the federal modal funding ranges.

Active Transportation sales tax funds will be available for up to 90% of eligible project costs up to the maximum award amount for the application category. Projects that were awarded federal Regional Solicitation funds in previous cycles cannot reapply this cycle for Active Transportation sales tax funds.

For the 2024 Regional Solicitation funding cycle, Active Transportation sales tax funding will be the primary funding source of funding for two application categories: Pedestrian Facilities and Safe Routes to School (conversely, federal funds will focus on the Multiuse Trail and Bicycle Facilities application category). These two application categories are smaller in size and there is an advantage to the region of keeping these projects out of the federal process by only using state funds on them. There is also a wider geographic spread of applicants from across the region and variety of community types that apply for and are funded in the Pedestrian Facilities and Safe Routes to School application categories.

After Active Transportation sales tax funds are expended on the highest scoring projects, TAB may use federal funds to fund further down the Pedestrian Facilities and Safe Routes to School ranked lists or to fund projects that do not meet the additional two requirements for the Active Transportation funds, but still want to be scored and ranked in these two categories.

The Regional Solicitation Evaluation will establish work groups to propose a longer-term approach to best utilize the Active Transportation sales tax funding in the 2026 Regional Solicitation cycle and beyond.

Changes for the 2024 Funding Cycle

1. In response to the increase in fatalities on the transportation system, the number of points awarded to safety related measures was increased by 100 points in most categories, making it the highest valued criterion in most application categories.
2. Allow Bridge Rehabilitation/Replacement project applications on a wider range of roadway functional classifications (minor collector and above in the urban areas or a major collector and above in the rural areas) to apply for funding to ensure that the bridges with the worst condition on the transportation system are being funded regardless of functional classification.
3. Added language to clarify the project's significance to the region for the Unique Projects application.
4. Inclusion of new Regional Active Transportation Sales Tax Funds.

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.

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

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.

Modal Categories and Application Categories

As depicted in Figure 1, 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 five application categories for a total of 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.

Funding Availability, Minimums, and Maximums

A total of approximately $250 million in federal funds is anticipated to be available in this solicitation for program years 2028 and 2029. 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 a target to allocate approximately $10 million to the Bridge Rehabilitation/Replacement category, as part of the Roadways Including Multimodal Elements category. Base-level 2028 and 2029 TDM funding for the TMOs and Metro Transit may continue to be taken out of the Transit and TDM category for the next solicitation, pending results of the Regional Solicitation Evaluation and TAB direction. Additionally, there is $1.2 million of TDM funding that is available for 2026 and 2027 for innovative TDM 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 46%-65% Range of $115-$163M Midpoint $139M	Range of 25%-35% Range of $63M-$88M Midpoint $75M	Range of 9%-20% Range of $23M-$50M Midpoint $36M	100% $250M (Est)

Amounts shown assume that some level of over programming will occur beyond $250M, 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 (excludes bridge projects, who's eligibility is the entire federal-aid system): A-minor arterial augmenters, connectors, expanders, and relievers, as well as non-freeway principal arterials.

Within the Transit modal category, there is an Arterial Bus Rapid Transit Project category. There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project. The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be $32,000,000.

During the 2022 Regional Solicitation $4,500,000 of was set-aside for Unique Projects, including the Travel Behavior Inventory/Regional Travel Model. These 2026 and 2027 funds will be allocated as part of the 2024 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 $4,500,000 depending on the amount and quality of the submittals. Future Unique Projects set-asides will be dependent on the results of the Regional Solicitation Evaluation and TAB direction.

Figure 1: TAB-Approved Application Categories

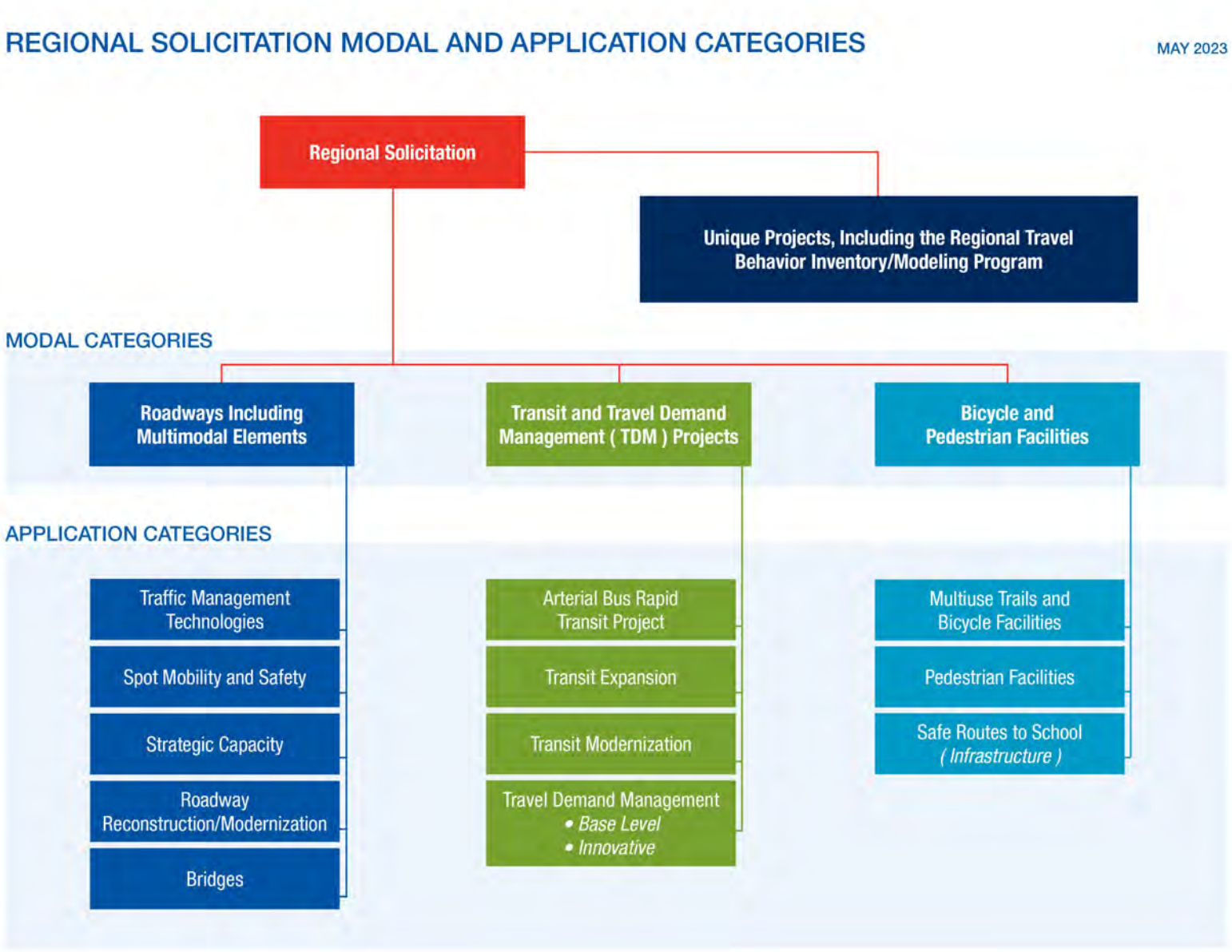


Table 3 shows the minimum and maximum federal award for application categories that applicants can apply for as part of the Regional Solicitation. The values do not account for 20 percent local match minimum that applicants must contribute to the project. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,500,000 for the 2024 funding cycle).

Table 3: Regional Solicitation Funding Award Minimums and Maximums

Modal Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies (Roadway System Management)	$500,000	$3,500,000
• Spot Mobility and Safety	$1,000,000	$3,500,000
• Strategic Capacity (Roadway Expansion)	$1,000,000	$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		
• Arterial Bus Rapid Transit Project	N/A	$25,000,000
• Transit Expansion	$500,000	$7,000,000
• Transit Modernization	$500,000	$7,000,000
• Travel Demand Management (TDM)	$100,000	$500,000
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	$250,000	$5,500,000
• Pedestrian Facilities	$250,000	$2,000,000
• 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.

Roadways Including Multimodal Elements

Traffic Management Technologies

Purpose: To fund traffic technology projects that reduce delay, emissions, and crashes.

Definition: An intelligent transportation system (ITS) or similar projects that primarily benefit 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 pedestrians
- 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
- New or replacement detectors
- Incident management coordination
- Vehicle to Infrastructure technology

Scoring:

Criteria and Measures	Points	% of Total
1. Role in the Regional Transportation System and Economy	**175**	**15%**
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**	**10%**
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	**100**	**8%**
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
4. Infrastructure Age	**75**	**6%**
Measure A – Date of construction	75	
5. Congestion Reduction/Air Quality	**200**	**17%**
Measure A - Vehicle delay reduced	150	
Measure B - Kg of emissions reduced	50	
6. Safety	**300**	**25%**
Measure A - Crashes reduced	75	
Measure B – Safety issues in project area	225	

Criteria and Measures		Points	% of Total
7.	**Multimodal Elements and Existing Connections**	**50**	**4%**
	Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
8.	**Risk Assessment**	**75**	**6%**
	Measure A - Risk Assessment Form	75	
9.	**Cost Effectiveness**	**100**	**8%**
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,200**	

Spot Mobility and Safety

Purpose: To fund lower-cost, at-grade intersection projects that reduce delay and crashes.

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
1. Role in the Regional Transportation System and Economy	**115**	**10%**
Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or Congestion Management Safety Plan Opportunity Areas	70	
Measure B - Regional Truck Corridor Study Tiers	45	
2. Equity and Housing Performance	**100**	**8%**
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
3. Congestion Reduction/Air Quality	**275**	**23%**
Measure A - Vehicle delay reduced	200	
Measure B - Kg of emissions reduced	75	
4. Safety	**435**	**36%**
Measure A - Crashes reduced	305	
Measure B - Pedestrian Crash Reduction (Proactive)	130	
5. Multimodal Elements and Existing Connections	**100**	**8%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6. Risk Assessment	**75**	**6%**
Measure A - Risk Assessment Form	75	
7. Cost Effectiveness	**100**	**8%**
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,200**	

Strategic Capacity (Roadway Expansion)

Purpose: To fund regionally significant highway mobility projects, as prioritized in the Principal Arterial Intersection Conversion Study and the Congestion Management Process (CMP), that reduce delay and crashes and improve multimodal travel options.

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.

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
1. Role in the Regional Transportation System and Economy	**210**	**18%**
Measure A - Congestion within Project Area, Level of Adjacent Congestion, 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**	**15%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**8%**
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
4. Infrastructure Age	**40**	**3%**
Measure A - Date of construction	40	
5. Congestion Reduction/Air Quality	**150**	**13%**
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	**250**	**21%**
Measure A - Crashes reduced	200	
Measure B - Pedestrian Crash Reduction (Proactive)	50	

Criteria and Measures	Points	% of Total
7. Multimodal Elements and Existing Connections	**100**	**8%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8. Risk Assessment	**75**	**6%**
Measure A- Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**8%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,200**	

Roadway Reconstruction/Modernization

Purpose: To fund roadway preservation projects that improve infrastructure condition, reduce crashes, and enhance multimodal travel options.

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, and/or modernizes a corridor with improved safety, multimodal, or 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 Projects:

- Interchange reconstructions that do not involve new ramp movements or added thru lanes
- Two-lane to three-lane conversions (with a continuous center turn lane)
- Four-lane to three-lane conversions
- 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
1. Role in the Regional Transportation System and Economy	**105**	**9%**
Measure A - Connection to Total Jobs and Manufacturing/ Distribution Jobs	65	
Measure B - Regional Truck Corridor Study Tiers	40	
2. Usage	**175**	**15%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	**100**	**8%**
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
4. Infrastructure Age/Condition	**175**	**15%**
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	125	
5. Congestion Reduction/Air Quality	**80**	**7%**
Measure A - Vehicle delay reduced	50	
Measure B - Kg of emissions reduced	30	
6. Safety	**280**	**23%**
Measure A - Crashes reduced	233	

Criteria and Measures	Points	% of Total
Measure B – Pedestrian Crash Reduction (Proactive)	47	
7. Multimodal Elements and Existing Connections	**110**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	110	
8. Risk Assessment	**75**	**6%**
Measure A- Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**8%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,200**	

Bridge Rehabilitation/Replacement

Purpose: To fund rehabilitation and replacement projects for existing bridges to improve infrastructure condition and multimodal travel options.

Definition: A bridge rehabilitation or replacement project (with an in-place structure length of 20 feet or longer) located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas, 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 Strategic Capacity application category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation
- Bridge replacement

Scoring:

Criteria and Measures	Points	% of Total
1. Role in the Regional Transportation System and Economy	**195**	**16%**
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**	**11%**
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	**100**	**8%**
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
4. Infrastructure Condition	**450**	**38%**
Measure A – National Bridge Inventory Condition	350	
Measure B – Load-Posting	100	
5. Multimodal Elements and Existing Connections	**150**	**13%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	150	
6. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
7. Cost Effectiveness	**100**	**9%**
Measure A - Cost effectiveness (total points awarded/total cost)	100	
Total	**1,200**	

Arterial Bus Rapid Transit Project

Definition: An arterial bus rapid transit expansion project that is consistent with the definition in the Transportation Policy Plan (TPP). A new project can include extensions to existing or planned lines. Improvements to existing arterial BRT lines are not eligible and should apply under Transit Modernization. Highway BRT and Dedicated Guideway BRT are eligible in the Transit Expansion and Transit Modernization categories.

Scoring and Project Selection:

The arterial bus rapid transit project will not be evaluated with a scored application. TAB will select the arterial BRT project concurrent with other Regional Solicitation project selections. Background information on the potential arterial BRT lines and the prioritization through Network Next will be provided by Metro Transit along with a funding recommendation for TAB decision-making.

Transit Expansion

Purpose: To fund transit projects that provide new or expanded transit service/facilities with the intent of attracting new transit riders to the system and reducing emissions.

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 and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial BRT lines may be 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.

Applications in the Transit Expansion category cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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
- Highway BRT and Dedicated Guideway BRT

Scoring:

Criteria and Measures	Points	% of Total
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 – Equity engagement	60	
Measure B - Equity population benefits and impacts	80	
Measure C – Affordable housing access	60	
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	

Criteria and Measures	Points	% of Total
7. Cost Effectiveness	**100**	**9%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,100**	

Transit Modernization

Purpose: To fund transit projects that make transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience.

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 and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial 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. 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
- Highway BRT and Dedicated Guideway BRT

Scoring:

Criteria and Measures	Points	% of Total
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 – Equity engagement	60	
Measure B - Equity population benefits and impacts	80	
Measure C – Affordable housing access	60	
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 Elements and Existing Connections	**100**	**9%**
Measure A – Bicycle and pedestrian elements of the project and connections	100	

Criteria and Measures	Points	% of Total
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)

Purpose: To fund lower-cost, innovative TDM projects that reduce emissions and vehicle miles traveled (VMT) in congested corridors.

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
1. Role in the Regional Transportation System and Economy	**200**	**17%**
Measure A - Ability to capitalize on existing regional transportation facilities and resources	200	
2. Usage	**100**	**8%**
Measure A – Users	100	
3. Equity and Housing Performance	**150**	**13%**
Measure A – Equity engagement	45	
Measure B - Equity population benefits and impacts	60	
Measure C – Affordable housing access	45	
4. Congestion Reduction/Air Quality	**400**	**33%**
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	250	
5. Innovation	**200**	**17%**
Measure A - Project innovations and geographic expansion	200	
6. Risk Assessment	**50**	**4%**
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**	**8%**
Measure A – Cost effectiveness (total points awarded/total cost)	100	
Total	**1,200**	

Multiuse Trails and Bicycle Facilities

Purpose: To fund multiuse trail and bicycle facilities that increase the availability and attractiveness of bicycling, walking, or rolling by improving safety: reducing or eliminating user barriers: and improving the Regional Bicycle Transportation Network (RBTN).

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
1. Role in the Regional Transportation System and Economy	**200**	**17%**
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
2. Potential Usage	**200**	**17%**
Measure A - Existing population and employment within 1 mile	200	
3. Equity and Housing Performance	**120**	**10%**
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
4. Deficiencies and Safety	**350**	**29%**
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	150	
Measure B - Deficiencies corrected or safety problems addressed	200	
5. Multimodal Facilities and Existing Connections	**100**	**8%**
Measure A - Transit or pedestrian elements and connections	100	
6. Risk Assessment/Public Engagement	**130**	**11%**
Measure A - Risk Assessment Form	130	
7. Cost Effectiveness	**100**	**8%**
Measure A – Cost effectiveness (total points awarded/total cost)	100	
Total	**1,200**	

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Purpose: To fund pedestrian facility projects that focus on increasing the availability and attractiveness of walking or rolling by improving safety and removing gaps in the system.

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
1. Role in the Regional Transportation System and Economy	**150**	**13%**
Measure A - Connection to Jobs and Educational Institutions	150	
2. Potential Usage	**150**	**13%**
Measure A - Existing population within ½ mile	150	
3. Equity and Housing Performance	**120**	**10%**
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
4. Deficiencies and Safety	**400**	**33%**
Measure A - Barriers overcome or gaps filled	170	
Measure B - Deficiencies corrected or safety problems addressed	230	
5. Multimodal Facilities and Existing Connections	**150**	**13%**
Measure A - Transit or bicycle elements of the project and connections	150	
6. Risk Assessment/Public Engagement	**130**	**11%**
Measure A - Risk Assessment Form	130	
7. Cost Effectiveness	**100**	**8%**

Criteria and Measures	Points	% of Total
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,200**	

Safe Routes to School (Infrastructure Projects)

Purpose: To fund Safe Route to School infrastructure projects that focus on improving safety around school sites.

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**	**21%**
Measure A - Describe how project addresses 6 Es* of SRTS program	170	
Measure B – Completion of Safe Routes to School Plan or local plan	80	
2. Potential Usage	**250**	**21%**
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**	**10%**
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
4. Deficiencies and Safety	**350**	**29%**
Measure A - Barriers overcome or gaps filled	150	
Measure B - Deficiencies corrected or safety problems addressed	200	
5. Risk Assessment/Public Engagement	**130**	**11%**
Measure A – Risk Assessment Form	130	
6. Cost Effectiveness	**100**	**8%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,200**	

** The 6 Es of Safe Routes to School include Evaluation, Education, Encouragement, Equity, Engagement, and Engineering.*

Project applicants can also “bundle” two or more projects together, but they must either be:

- 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 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 at *Elaine.koutsoukos@metc.state.mn.us,* if they have questions regarding project bundling.

General Process and Rules

1. 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.
2. 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.
3. Projects selected to receive federal funding through this solicitation will be programmed in the regional TIP in years 2028 and 2029, taking into consideration the applicant’s request and the TAB’s balancing of available funds.
4. 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*
5. **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 2028 in the TIP, the project program year begins July 1, 2027, and ends June 30, 2028. Projects selected from this solicitation will be programmed in 2028 and 2029. 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*
6. 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.
7. Transit projects will be given an opportunity to have their ridership projections reviewed by Council staff prior to submittal in order to determine whether the scoring methodology is sound. Any applicant wanting to have an optional review should submit draft ridership information to the TAB Coordinator two weeks prior to the application deadline.
8. The announcement of funding availability is posted on the Metropolitan Council website and emailed to local stakeholders.

9. The applicant must show that the project meets all of the qualifying requirements of the appropriate application category to be eligible to be scored and ranked against other projects. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee Funding & Programming (TAC F&P) Committee meeting.
10. A set of prioritizing criteria with a range of points assigned is provided for each application category. The applicant must respond directly to each prioritizing criterion in order for it to be scored and receive points. Projects are scored based on how well the response meets the requirements of the prioritizing criteria and, in some cases, how well the responses compare to those of other qualifying applications in the same project application category.
11. Members of the TAC F&P 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 and the Metropolitan Council concurs. TAB submits the Draft TIP to the Metropolitan Council for concurrence.
12. TAB may or may not choose to fund at least one project from each application category.
13. Scoring committees should use a tiebreaker to sort the ranking of two or more projects with the same score. For the 2024 Regional Solicitation, ties will be broken within funding categories by favoring the higher-scoring project in the highest-weighted criterion. If that score is tied, the tiebreaker will move down to the next-highest-weighted criterion until there is no tie. In any instance in which a tied score is between two projects with the same sponsor in the same application category, that sponsor can select which project is ranked higher.
14. 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. 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 TAC F&P Chair, TAB Coordinator, and Council staff will need to approve prorating the other scores based on the second highest scoring project instead of the top project or similar approach.
16. TAB will not fund more than one project in the same application category that is immediately adjacent to another submitted project on the same corridor (only applies to two separate applications selected in the same solicitation). For example, an applicant cannot break up the project into two separate applications to increase their funding award in the same solicitation cycle.
17. As a first step to better engage with Minnesota’s Tribal Nations, a map of the selected projects will be distributed to the Minnesota Indian Affairs Council (MIAC) so that project sponsors will have ample time to coordinate on projects that potentially impacted culturally sensitive land. Additional coordination between the MPO and Tribal Nations is expected in other areas of the MPO’s work.

Project Schedule

To be updated

Contacts

For general questions about the Regional Solicitation, please contact:

Elaine Koutsoukos, TAB Coordinator, *Elaine.Koutsoukos@metc.state.mn.us*

To request special accommodation for submitting Regional Solicitation applications, please email *webteam@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	TAB	*Elaine.koutsoukos@metc.state.mn.us*	(651) 602-1717
	Joe Barbeau	Met Council	*Joseph.barbeau@metc.state.mn.us*	(651) 602-1705
Traffic Volumes				
Freeway (Realtime / Hourly)	Christoph Brostrom	MnDOT	*Christoph.Brostrom@state.mn.us*	(651) 234-7035
AADT	Christy Prentice	MnDOT	*Christy.prentice@state.mn.us*	(651) 366-3844
	Gene Hicks	MnDOT	*Gene.hicks@state.mn.us*	(651) 366-3856
Heavy Commercial	John Hackett	MnDOT	*John.Hackett@state.mn.us*	(651) 366-3851
2040 Projections	Jonathan Ehrlich	Met Council	*Jonathan.ehrlich@metc.state.mn.us*	(651) 602-1408
	Jim Henricksen	MnDOT	*jim.henricksen@state.mn.us*	(651) 234-7782
Synchro	Kevin Sommers	MnDOT	*Kevin.Sommers@state.mn.us*	(651) 234-7844
Crashes	Cherzon Riley	MnDOT	*Cherzon.riley@state.mn.us*	(612) 322-1080
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	Greg Kern	MnDOT	*Gregory.kern@sate.mn.us*	(651) 234-7877
State Aid Standards	Colleen Brown	MnDOT	*Colleen.brown@state.mn.us*	(651) 234-7779

Subject	Name	Agency	Email	Phone Number
Bikeway/Walkway Standards	Mike Samuelson	MnDOT	*Michael.Samuelson@state.mn.us*	(651) 234-7798
Interchange Approvals	David Elvin	MnDOT	*David.Elvin@state.dot.mn.us*	(651) 234-7795
Safe Routes to School	Dave Cowan	MnDOT	*Dave.Cowan@state.mn.us*	(651) 366-4180
Regional Bicycle Transportation Network and Bicycle Barriers	Steve Elmer	Met Council	*Steven.elmer@metc.state.mn.us*	(651) 602-1756
Housing	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	Dennis Farmer	Met Council	*Dennis.farmer@metc.state.mn.us*	(651) 602-1552
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	Dennis Farmer	Met Council	*Dennis.farmer@metc.state.mn.us*	(651) 602-1552
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
MnDOT support letter	Aaron Tag	MnDOT	*aaron.tag@state.mn.us*	(651) 234-7789

QUALIFYING REQUIREMENTS

July 11, 2023

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 (2021), the 2040 Regional Parks Policy Plan (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 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: Unique projects are exempt from this qualifying requirement because of their innovative nature.

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. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2024 funding cycle).

Table 1: Regional Solicitation Funding Award Minimums and Maximums

Modal Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies (Roadway System Management)	$500,000	$3,500,000
• Spot Mobility and Safety	$1,000,000	$3,500,000
• Strategic Capacity (Roadway Expansion)	$1,000,000	$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		
• Arterial Bus Rapid Transit Project	N/A	$25,000,000
• Transit Expansion	$500,000	$7,000,000
• Transit Modernization	$500,000	$7,000,000
• Travel Demand Management (TDM)	$100,000	$500,000
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	$250,000	$5,500,000
• Pedestrian Facilities	$250,000	$2,000,000
• Safe Routes to School (Infrastructure Projects)	$250,000	$1,000,000

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 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update e.g., within five years prior to application.)

☐ The applicant is a public agency that employs 50 or more people and has a completed 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 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: _____

☐ *(TDM and* Unique *Project 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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per *FHWA direction established 8/27/2008 and updated4/15/2019*. Unique projects are exempt from this qualifying requirement.

    ☐ 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 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. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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

2. **Roadway Strategic Capacity 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 and Strategic Capacity 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 in-place structure is 20 feet or longer.

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

6. **Bridge Rehabilitation/Replacement projects only**: The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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

7. **Roadway Strategic Capacity, Reconstruction/Modernization, 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 David Elvin at MnDOT (*David.Elvin@state.mn.us* or 651-234-7795) 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.

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.

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.

Eligibility for Active Transportation Funding

6. **Bicycle and Pedestrian Facilities Projects Only:** For projects to be considered for Active Transportation sales tax funds, the project must be included in a municipal or regional nonmotorized transportation system plan (examples may include Safe Routes to School system plan, specific bicycle or pedestrian system plans, Regional Bicycle Transportation Network, Regional Bicycle Barriers Study, Pedestrian Safety Action, Americans with Disabilities Act Transition Plan). List the system plan(s):

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

7. **Bicycle and Pedestrian Facilities Projects Only:** For projects to be considered for the Active Transportation sales tax funds, briefly discuss related policies and practices that encourage and promote complete streets planning, design, and construction.

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

8. **Bicycle and Pedestrian Facilities Projects Only**: The applicant should indicate if they would only accept Active Transportation sales tax funds and do not want to be considered for federal funds.

   ☐ Check the box to indicate that the applicant would only accept Active Transportation sales tax funds.

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. Applications cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

   ☐ 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 to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

   ☐ 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 2026 AND 2027

June 4, 2021

Complete and submit the following online application **by 4 p.m. on December 15, 2023.**

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*:
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): ☐ 2026 (TDM and Unique) ☐ 2027 (TDM and Unique) ☐ 2028 ☐ 2029
15. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): ☐ 2025 ☐ 2026 ☐ 2027

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.

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 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 4A (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) _____

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 – Transit and TDM

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

For All Projects

Identify the Transit Market Areas that the project serves: _____

For Park-and-Ride and Transit Station Projects Only

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: _____

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, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, 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 2023 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.

TAB-Eligible Construction Project Elements/Cost Estimates

Specific Roadway Elements

Check all that apply	ITEM	COST
☐	**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**	**$**
	TOTAL TRANSIT AND TDM OPERATING COSTS	**$**

	TOTAL TAB-ELIGIBLE COSTS	**$**

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

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

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov)

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

May 8, 2023

Purpose: To fund traffic technology projects that reduce delay, emissions, and crashes.

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
1.	**Role in the Regional Transportation System and Economy**	**175**	**15%**
	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**	**10%**
	Measure A - Current daily person throughput	85	
	Measure B - Forecast 2040 average daily traffic volume	40	
3.	**Equity and Affordable Housing**	**100**	**8%**
	Measure A - Engagement	30	
	Measure B - **Disadvantaged communities** benefits and impacts	40	
	Measure C - Affordable housing access	30	
4.	**Infrastructure Age**	**75**	**6%**
	Measure A - Upgrades to obsolete equipment	75	
5.	**Congestion Reduction/Air Quality**	**200**	**17%**
	Measure A - Congested roadway	150	
	Measure B - Emissions and congestion benefits of project	50	

Criteria and Measures	Points	% of Total
6. Safety	**300**	**25%**
Measure A - Crashes reduced	75	
Measure B – Safety issues in project area	225	
7. Multimodal Elements and Existing Connections	**50**	**4%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
8. Risk Assessment	**75**	**6%**
Measure A - Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**8%**
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,200**	

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, 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 measure 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. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors*. (50 points)

RESPONSE (Select one for your project, based on the updated 2021 Regional Truck Corridors):

- 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 Traffic Mapping Application*. Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume from the MnDOT Traffic Mapping Application (instructions under the Help Document). 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 (2022)

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 people and the top project had a daily person throughput of 1,500 people, 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 Affordable Housing (100 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 30 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?

6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged Communities Benefits and Impacts (0 to 40 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older

adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 30 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   - 25 points to projects within an Area of Concentrated Poverty
   - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   - 10 points for all other areas

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

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

   - Project is located in an Area of Concentrated Poverty: ☐
   - Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
   - Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 80 points for the Roadway applications) the project will receive Bonus points as described. If an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

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.

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. (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, NOX, 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 (300 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 for calendar years 2020 through 2022. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. MnCMAT data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. 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/*. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created. Applicants have the option to use these crash modification factors (posted on the Metropolitan Council's Regional Solicitation website, under Application Resources) or find a more appropriate one on FHWA's Clearinghouse.

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: _____
- 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 (75 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)* 75 points or 52 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 (225 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 Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas 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) 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.

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.

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 New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. Transit vehicle purchases will receive full credit.

1. 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. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail 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 online/mail outreach effort specific to this project with the general public 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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

2. **Layout (25 Percent of Points)**
   Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

   100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

   75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **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.**

   25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

   0% ☐ Layout has not been started

3. **Review of Section 106 Historic Resources (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: ☐

4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

5. Railroad Involvement (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 _____

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: 1,200 POINTS

Spot Mobility and Safety

Prioritizing Criteria and Measures

May 8, 2023

Purpose: To fund lower-cost, at-grade intersection projects that reduce delay and crashes.

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
1. Role in the Regional Transportation System and Economy	**115**	**10%**
Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or Congestion Management Safety Plan Opportunity Areas	70	
Measure B - Regional Truck Corridor Study Tiers	45	
2. Equity and Affordable Housing	**100**	**8%**
Measure A - Engagement	30	
Measure B - **Disadvantaged communities** benefits and impacts	40	
Measure C - Affordable housing access	30	
3. Congestion Reduction/Air Quality	**275**	**23%**
Measure A - Vehicle delay reduced	200	
Measure B - Kg of emissions reduced	75	
4. Safety	**435**	**36%**
Measure A - Crashes reduced	305	
Measure B - Pedestrian Crash Reduction (Proactive)	130	
5. Multimodal Elements and Existing Connections	**100**	**8%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6. Risk Assessment	**75**	**6%**
Measure A - Risk Assessment Form	75	
7. Cost Effectiveness	**100**	**8%**

Criteria and Measures	Points	% of Total
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,200**	

1. Role in the Regional Transportation System and Economy (115 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, 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). It is anticipated that the CMP will be further incorporated into the Regional Solicitation as part of the 2026 Regional Solicitation funding cycle. Also, 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 four sub-sections below. Projects will get the highest score of the four sub-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.

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: ☐ (70 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection: ☐ (65 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection: ☐ (60 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 .

RESPONSE (Select one for your project):

- Proposed at-grade project that reduces delay at a CMSP opportunity area: ☐ (70 Points)
- Not listed as a CMSP priority location: ☐ (0 Points)

SCORING GUIDANCE (70 Points)

Due to the 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)*70 points, or 35 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 70 points.

Note: Due to the use of multiple sub-sections, multiple applicants may receive the full 70 points.

B. **MEASURE**: This measure 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. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors*. (45 points)

RESPONSE: (Select one for your project, based on the updated 2021 Regional Truck Corridors):

- 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 (45 Points)

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

- Projects along Tier 1: 45 points
- Projects along Tier 2: 40 points
- Projects along Tier 3: 35 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 45 points, with the others adjusted proportionately.

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

2. Equity and Affordable Housing (100 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 30 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged Communities Benefits and Impacts (0 to 40 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 30 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   - 25 points to projects within an Area of Concentrated Poverty
   - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   - 10 points for all other areas

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

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

   - Project is located in an Area of Concentrated Poverty: ☐
   - Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
   - Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 80 points for the Roadway applications) the project will receive Bonus points as described. If an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

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 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, NOX, VOC) due to the project. The applicant should include the appropriate Synchro or HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be added together to determine the total emissions reduced by the project.

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

RESPONSE (Calculation):

- Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):_____
- Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):_____
- Total (CO, NOX, 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 (435 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 for calendar years 2020 through 2022. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

   Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. MnCMAT data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. 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/*. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created. Applicants have the option to use these crash modification factors (posted on the Metropolitan Council's Regional Solicitation website, under Application Resources) or find a more appropriate one on FHWA's Clearinghouse.

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: _____
- 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 (305 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)*305 points or 210 points.

B. **MEASURE**: Pedestrian Safety Measure in Roadway Applications

Determine if these measures do not apply to your project.

Does the project match either of the following descriptions?

- ☐ Project is primarily a freeway (or transitioning to a freeway) **and** does not provide safe and comfortable pedestrian facilities and crossings.
- ☐ Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) **and** project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides).

If either of the items above are checked, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

- **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**
  Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links. (Limit 2,800 characters; approximately 400 words)

  _____
  _____
  _____
  _____

  Considerations

  Is the distance in between signalized intersections increasing (e.g., removing a signal)?
    - No
    - Yes. If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.). (Limit 1,400 characters; approximately 200 words)

      _____
      _____

  - Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).
    - No
    - Yes. If yes:
      - How many intersections will likely be affected? _____
      - Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.) (Limit 1,400 characters; approximately 200 words)

        _____
        _____

      - If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks). (Limit 1,400 characters; approximately 200 words):

        _____
        _____

- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity). (Limit 1,400 characters; approximately 200 words)

  _____
  _____

- **Describe how motorist speed will be managed in the project design, both for through traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). (Limit 2,800 characters; approximately 400 words)

  _____
  _____
  _____
  _____

  - If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions? (Limit 1,400 characters; approximately 200 words)

    _____

SCORING GUIDANCE (43.3 Points)

Projects that will provide the most improvement to pedestrian safety across the two questions will receive full points. Other projects will receive a share of the full points, based on scorer's discretion, considering the following scoring guidance. Weight the responses to each of these questions equally and consider them cumulatively when scoring. If mid-block crossings are not applicable for the project, and the applicant's explanation adequately shows that pedestrian needs are still being safely met, do not penalize the applicant.

See the *FHWA STEP Studio* resource, *FHWA STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, *NCHRP Report 926: Guidance to Improving Pedestrian and Bicyclist Safety at Intersections*, and related resources referenced in the application prompt for state-of-practice guidance on pedestrian-oriented safety design and treatments.

Assume that pedestrians may need to travel along and across the entire extent of the project, and evaluate how well the pedestrian safety countermeasures described serve those needs. Projects that serve those needs with the greatest safety and least pedestrian delay, detour, or discomfort should score highest. For example, projects that provide safe at-grade crossings or comfortable tunnels with minimal detour and elevation change should score higher than projects that include pedestrian bridges requiring lengthy detours and elevation change. Projects that provide frequent crossing opportunities or crossing opportunities well-aligned with transit or other likely places with pedestrian crossing needs should score higher than projects that have infrequent or non-existent protected crossings.

Consider how safely, easily, and comfortably children, older adults, and people with disabilities will be able to navigate crossing the street. Score projects more highly if the safety countermeasures selected are designed to be comfortably used by people of all ages and abilities.

Consider pedestrian-oriented safety treatments in context with motor vehicle design elements. If there are motor vehicle design elements that raise concerns about pedestrian safety (e.g., increased speed, increased crossing distance) that are not fully mitigated by the pedestrian safety countermeasures described, consider a lower score. For roadway expansion projects, where all projects *by definition* will be increasing crossing distance, consider how much additional distance is added as well as the types of countermeasures being considered. If the only element causing an increase in crossing distance is the addition of bike lanes or other bike facilities, especially if the project has reduced other elements to help mitigate this impact (e.g., reducing through lane widths), do not penalize the score for the crossing distance attributable to bike lanes.

Regardless of the speed limit, score projects more highly if they include design elements to help motorists drive slowly. For example, narrow lanes, visual narrowing, and elements to help motorists turn slowly, such as tight turning/corner radius or truck aprons, curb extensions, medians/crossing islands, and hardened centerlines.

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road configuration is **either**:
  - o One-way, 3+ through lanes
  - o Two-way, 4+ through lanes
- ☐ Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of:
  - o 30 MPH or more
- ☐ Existing road has AADT of greater than 15,000 vehicles per day (List the AADT_____)

SCORING GUIDANCE (43.3 Points)

Multiply the score from Sub-Measure 1 by the proportion of risk factors indicated to calculate the number of points earned for Sub-Measure 2. Applications where all three factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the three factors are present score additional points equal to 2/3 (or 67%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 2, a project would need to earn maximum points on Sub-Measure 1 and also have all 3 risk factors present.

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes.)

- ☐ Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays.)

- ☐ Existing road is within 500’ of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

  If yes, please describe (Limit 1,400 characters; approximately 200 words):

  _____
  _____
  _____
  _____

- ☐ Existing road is within 500’ of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

  If yes, please describe (Limit 1,400 characters; approximately 200 words):

  _____
  _____
  _____
  _____

SCORING GUIDANCE (43.3 Points)

Multiply the score from Sub-Measure 1 by the proportion of exposure factors indicated to calculate the number of points earned for Sub-Measure 3. Applications where all four factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the four factors are present score additional points equal to 2/4 (or 50%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 3 a project would need to earn maximum points on Sub-Measure 1 and also have all 4 exposure factors present.

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 Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas 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), 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.

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 New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. Transit vehicle purchases will receive full credit.

1. 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. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail 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 online/mail outreach effort specific to this project with the general public 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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

2. **Layout (25 Percent of Points)**
   Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

   100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

   75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **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.**

   25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

   0% ☐ Layout has not been started

3. **Review of Section 106 Historic Resources (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: ☐

4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

5. Railroad Involvement (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 _____

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: 1,200 POINTS

Strategic Capacity (Roadway Expansion)

Prioritizing Criteria and Measures

May 8, 2023

Purpose: To fund regionally significant highway mobility projects, as prioritized in the Principal Arterial Intersection Conversion Study and the Congestion Management Process (CMP), that reduce delay and crashes and improve multimodal travel options.

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.

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
1. Role in the Regional Transportation System and Economy	**210**	**18%**
Measure A - Congestion within Project Area, Level of Adjacent Congestion, 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**	**15%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Affordable Housing	**100**	**8%**
Measure A - Engagement	30	
Measure B - **Disadvantaged communities** benefits and impacts	40	
Measure C - Affordable housing access	30	
4. Infrastructure Age	**40**	**3%**
Measure A - Date of construction	40	
5. Congestion Reduction/Air Quality	**150**	**13%**
Measure A - Vehicle delay reduced	100	

Criteria and Measures	Points	% of Total
Measure B - Kg of emissions reduced	50	
6. Safety	**250**	**21%**
Measure A - Crashes reduced	200	
Measure B - Pedestrian Crash Reduction (Proactive)	50	
7. Multimodal Elements and Existing Connections	**100**	**8%**
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
8. Risk Assessment	**75**	**6%**
Measure A – Risk Assessment Form	75	
9. Cost Effectiveness	**100**	**8%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,200**	

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). It is anticipated that the CMP will be further incorporated into the Regional Solicitation as part of the 2026 Regional Solicitation funding cycle. Also, 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 three sub-sections below. Projects will get the highest score received in three sub-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 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, multiple applicants may receive the full 80 points.

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

   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 measure 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. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors*. (80 points)

RESPONSE: (Select one for your project, based on the 2021 updated Regional Truck Corridors):

- 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 Traffic Mapping Application* and existing transit routes that travel on the road (reference "Transit Connections" map). Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume from the MnDOT Traffic Mapping Application (instructions under the Help Document). 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 (2022)
- 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 people and the top project had a daily person throughput of 1,500 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 Affordable Housing (100 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 30 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged Communities Benefits and Impacts (0 to 40 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;

- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 30 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map

describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 Points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
    - 25 points to projects within an Area of Concentrated Poverty
    - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
    - 10 points for all other areas

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

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

- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
- Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 80 points for the Roadway applications) the project will receive Bonus points as described. If an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

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 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.

   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 960, will equate to 938 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 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, NOX, VOC) due to the project. The applicant should include the appropriate Synchro or HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be added together to determine the total emissions reduced by the project.

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

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

RESPONSE (Calculation):

- Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):_____
- Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):_____
- Total (CO, NOX, 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 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, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):_____ (Applicant inputs number)
- Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):_____ (Applicant inputs number)
- Total (CO, NOX, 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 * Speed2

K2 = 0.7329

K5 = 0.0000061411 * Speed2

F2 = Fuel consumption in gallons

CO = F2 * 0.0699 kg/gallon

NOX = 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 * Speed2

K2 = 0.7329

K3 = 0.0000061411 * Speed2

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

NOX = F3 * 0.0136 kg/gallon

VOC = F3 * 0.0162 kg/gallon

Equation Automatically Provides Emissions Reduced:

- Total (CO, NOX, 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 (250 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 for calendar years 2020through 2022. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. MnCMAT data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. 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/*. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created. Applicants have the option to use these crash modification factors (posted on the Metropolitan Council's Regional Solicitation website, under Application Resources) or find a more appropriate one on FHWA's Clearinghouse.

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 2020-2022, 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: _____

Upload Crash Modification Factors and B/C Worksheet.

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 (200 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)*200 points or 138 points (rounded from 137.5).

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)*200 points or 138 points (rounded from 137.5).

B. **MEASURE**: Pedestrian Safety Measure in Roadway Applications

Determine if these measures do not apply to your project.

Does the project match either of the following descriptions?

- ☐ Project is primarily a freeway (or transitioning to a freeway) **and** does not provide safe and comfortable pedestrian facilities and crossings.
- ☐ Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) **and** project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides).

If either of the items above are checked, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

- **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**
  Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links. (Limit 2,800 characters; approximately 400 words)

  _____
  _____
  _____
  _____

  Considerations

  Is the distance in between signalized intersections increasing (e.g., removing a signal)?
    - No
    - Yes. If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.). (Limit 1,400 characters; approximately 200 words)

      _____
      _____

  - Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).
    - No
    - Yes. If yes:
      - How many intersections will likely be affected? _____
      - Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.) (Limit 1,400 characters; approximately 200 words)

        _____
        _____

      - If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks). (Limit 1,400 characters; approximately 200 words):

        _____
        _____

  - If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity). (Limit 1,400 characters; approximately 200 words)

    _____
    _____

- **Describe how motorist speed will be managed in the project design, both for through traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). (Limit 2,800 characters; approximately 400 words)

  _____
  _____
  _____
  _____

  - If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions? (Limit 1,400 characters; approximately 200 words)

    _____

SCORING GUIDANCE (17 Points)

Projects that will provide the most improvement to pedestrian safety across the two questions will receive full points. Other projects will receive a share of the full points, based on scorer's discretion, considering the following scoring guidance. Weight the responses to each of these questions equally and consider them cumulatively when scoring. If mid-block crossings are not applicable for the project, and the applicant's explanation adequately shows that pedestrian needs are still being safely met, do not penalize the applicant.

See the *FHWA STEP Studio* resource, *FHWA STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, *NCHRP Report 926: Guidance to Improving Pedestrian and Bicyclist Safety at Intersections*, and related resources referenced in the application prompt for state-of-practice guidance on pedestrian-oriented safety design and treatments.

Assume that pedestrians may need to travel along and across the entire extent of the project, and evaluate how well the pedestrian safety countermeasures described serve those needs. Projects that serve those needs with the greatest safety and least pedestrian delay, detour, or discomfort should score highest. For example, projects that provide safe at-grade crossings or comfortable tunnels with minimal detour and elevation change should score higher than projects that include pedestrian bridges requiring lengthy detours and elevation change. Projects that provide frequent crossing opportunities or crossing opportunities well-aligned with transit or other likely places with pedestrian crossing needs should score higher than projects that have infrequent or non-existent protected crossings.

Consider how safely, easily, and comfortably children, older adults, and people with disabilities will be able to navigate crossing the street. Score projects more highly if the safety countermeasures selected are designed to be comfortably used by people of all ages and abilities.

Consider pedestrian-oriented safety treatments in context with motor vehicle design elements. If there are motor vehicle design elements that raise concerns about pedestrian safety (e.g., increased speed, increased crossing distance) that are not fully mitigated by the pedestrian safety countermeasures described, consider a lower score. For roadway expansion projects, where all projects *by definition* will be increasing crossing distance, consider how much additional distance is added as well as the types of countermeasures being considered. If the only element causing an increase in crossing distance is

the addition of bike lanes or other bike facilities, especially if the project has reduced other elements to help mitigate this impact (e.g., reducing through lane widths), do not penalize the score for the crossing distance attributable to bike lanes.

Regardless of the speed limit, score projects more highly if they include design elements to help motorists drive slowly. For example, narrow lanes, visual narrowing, and elements to help motorists turn slowly, such as tight turning/corner radius or truck aprons, curb extensions, medians/crossing islands, and hardened centerlines.

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road configuration is **either**:
  - o One-way, 3+ through lanes
  - o Two-way, 4+ through lanes
- ☐ Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of:
  - o 30 MPH or more
- ☐ Existing road has AADT of greater than 15,000 vehicles per day (List the AADT_____)

SCORING GUIDANCE (17 Points)

Multiply the score from Sub-Measure 1 by the proportion of risk factors indicated to calculate the number of points earned for Sub-Measure 2. Applications where all three factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the three factors are present score additional points equal to 2/3 (or 67%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 2, a project would need to earn maximum points on Sub-Measure 1 and also have all 3 risk factors present.

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes.)
- ☐ Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays.)
- ☐ Existing road is within 500’ of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)
  If yes, please describe (Limit 1,400 characters; approximately 200 words):
  _____
  _____
  _____
  _____

☐ Existing road is within 500' of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)
If yes, please describe (Limit 1,400 characters; approximately 200 words):

_____
_____
_____
_____

SCORING GUIDANCE (16 Points)

Multiply the score from Sub-Measure 1 by the proportion of exposure factors indicated to calculate the number of points earned for Sub-Measure 3. Applications where all four factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the four factors are present score additional points equal to 2/4 (or 50%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 3 a project would need to earn maximum points on Sub-Measure 1 and also have all 4 exposure factors present.

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 Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas 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), 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.

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 New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. Transit vehicle purchases will receive full credit.

1. 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. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail 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 online/mail outreach effort specific to this project with the general public 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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the

method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

2. **Layout (25 Percent of Points)**

   Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

   100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

   75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **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.**

   25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

   0% ☐ Layout has not been started

3. **Review of Section 106 Historic Resources (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: ☐

4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

5. Railroad Involvement (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 _____

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: 1,200 POINTS

Roadway Reconstruction/Modernization

Prioritizing Criteria and Measures

May 8, 2023

Purpose: To fund roadway preservation projects that improve infrastructure condition, reduce crashes, and enhance multimodal travel options.

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, and/or modernizes a corridor with improved safety, multimodal, or 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 Projects:

- Interchange reconstructions that do not involve new ramp movements or added thru lanes
- Two-lane to three-lane conversions (with a continuous center turn lane)
- Four-lane to three-lane conversions
- 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	**105**	**9%**
Measure A - Connection to Total Jobs and Manufacturing/ Distribution Jobs	65	
Measure B - Regional Truck Corridor Study Tiers	40	
2. Usage	**175**	**15%**
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Affordable Housing	**100**	**8%**
Measure A - Engagement	30	
Measure B - **Disadvantaged communities** benefits and impacts	40	
Measure C - Affordable housing access	30	
4. Infrastructure Age/Condition	**175**	**15%**
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	125	
5. Congestion Reduction/Air Quality	**80**	**7%**
Measure A - Vehicle delay reduced	50	

Criteria and Measures		Points	% of Total Points
	Measure B - Kg of emissions reduced	30	
6.	**Safety**	**280**	**23%**
	Measure A - Crashes reduced	233	
	Measure B – Pedestrian Crash Reduction (Proactive)	47	
7.	**Multimodal Elements and Existing Connections**	**110**	**9%**
	Measure A - Transit, bicycle, or pedestrian project elements and connections	110	
8.	**Risk Assessment**	**75**	**6%**
	Measure A – Risk Assessment Form	75	
9.	**Cost Effectiveness**	**100**	**8%**
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,200**	

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

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

SCORING GUIDANCE (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)*65 points or 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)*65 points or 43 points.

The applicant with the highest number of post-secondary students will receive 40 points. Remaining projects will receive a proportionate share of the 40 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)*40 points or 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 65 points.

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

B. **MEASURE**: This measure 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. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors*. (40 points)

   RESPONSE: (Select one for your project, based on the updated 2021 Regional Truck Corridors):

   - 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 (40 Points)

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

- Projects along Tier 1: 40 points
- Projects along Tier 2: 30 points
- Projects along Tier 3: 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 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 Traffic Mapping Application* and existing transit routes that travel on the road (reference "Transit Connections" map). Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume from the MnDOT Traffic Mapping Application (instructions under the Help Document). 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 (2022)

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 people and the top project had a daily person throughput of 1,500 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 Affordable Housing (100 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 30 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged Communities Benefits and Impacts (0 to 40 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 30 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   - 25 points to projects within an Area of Concentrated Poverty
   - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   - 10 points for all other areas

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

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

   - Project is located in an Area of Concentrated Poverty: ☐
   - Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
   - Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 80 points for the Roadway applications) the project will receive Bonus points as described. If an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

4. Infrastructure Age/Condition (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.

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. (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 (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 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)*125 points or 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 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, NOX, VOC) due to the project. The applicant should include the appropriate Synchro or full HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be added together to determine the total emissions reduced by the project.

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

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

RESPONSE:

- Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):_____
- Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):_____
- Total (CO, NOX, 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 * Speed2
K2 = 0.7329
K3 = 0.0000061411 * Speed2

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
NOX = F3 * 0.0136 kg/gallon
VOC = F3 * 0.0162 kg/gallon

Equation Automatically Provides Emissions Reduced:

- Total (CO, NOX, 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 (280 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. (233 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 for calendar years 2020 through 2022. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. MnCMAT data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. 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/*. As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created. Applicants have the option to use these crash modification factors (posted on the Metropolitan Council's Regional Solicitation website, under Application Resources) or find a more appropriate one on FHWA's Clearinghouse.

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: _____
- 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.

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 (233 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)*233 points or 160 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)*233 points or 160 points.

B. **MEASURE**: Pedestrian Safety Measure in Roadway Applications

Determine if these measures do not apply to your project.

Does the project match either of the following descriptions?

- ☐ Project is primarily a freeway (or transitioning to a freeway) **and** does not provide safe and comfortable pedestrian facilities and crossings.
- ☐ Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) **and** project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides).

If either of the items above are checked, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

- **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**
  Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links. (Limit 2,800 characters; approximately 400 words)

  _____
  _____
  _____
  _____

  Considerations

  Is the distance in between signalized intersections increasing (e.g., removing a signal)?
  - No
  - Yes. If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.). (Limit 1,400 characters; approximately 200 words)

    _____
    _____

  - Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).
    - No
    - Yes. If yes:
      - How many intersections will likely be affected? _____
      - Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.) (Limit 1,400 characters; approximately 200 words)

        _____
        _____

      - If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the

detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks). (Limit 1,400 characters; approximately 200 words):

_____
_____

- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity). (Limit 1,400 characters; approximately 200 words)

  _____
  _____

- **Describe how motorist speed will be managed in the project design, both for through traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). (Limit 2,800 characters; approximately 400 words)

  _____
  _____
  _____
  _____

  - If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions? (Limit 1,400 characters; approximately 200 words)

    _____

SCORING GUIDANCE (16 Points)

Projects that will provide the most improvement to pedestrian safety across the two questions will receive full points. Other projects will receive a share of the full points, based on scorer's discretion, considering the following scoring guidance. Weight the responses to each of these questions equally and consider them cumulatively when scoring. If mid-block crossings are not applicable for the project, and the applicant's explanation adequately shows that pedestrian needs are still being safely met, do not penalize the applicant.

See the *FHWA STEP Studio* resource, *FHWA STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, *NCHRP Report 926: Guidance to Improving Pedestrian and Bicyclist Safety at Intersections*, and related resources referenced in the application prompt for state-of-practice guidance on pedestrian-oriented safety design and treatments.

Assume that pedestrians may need to travel along and across the entire extent of the project, and evaluate how well the pedestrian safety countermeasures described serve those needs. Projects that serve those needs with the greatest safety and least pedestrian delay, detour, or discomfort should score highest. For example, projects that provide safe at-grade crossings or comfortable tunnels with

minimal detour and elevation change should score higher than projects that include pedestrian bridges requiring lengthy detours and elevation change. Projects that provide frequent crossing opportunities or crossing opportunities well-aligned with transit or other likely places with pedestrian crossing needs should score higher than projects that have infrequent or non-existent protected crossings.

Consider how safely, easily, and comfortably children, older adults, and people with disabilities will be able to navigate crossing the street. Score projects more highly if the safety countermeasures selected are designed to be comfortably used by people of all ages and abilities.

Consider pedestrian-oriented safety treatments in context with motor vehicle design elements. If there are motor vehicle design elements that raise concerns about pedestrian safety (e.g., increased speed, increased crossing distance) that are not fully mitigated by the pedestrian safety countermeasures described, consider a lower score. For roadway expansion projects, where all projects *by definition* will be increasing crossing distance, consider how much additional distance is added as well as the types of countermeasures being considered. If the only element causing an increase in crossing distance is the addition of bike lanes or other bike facilities, especially if the project has reduced other elements to help mitigate this impact (e.g., reducing through lane widths), do not penalize the score for the crossing distance attributable to bike lanes.

Regardless of the speed limit, score projects more highly if they include design elements to help motorists drive slowly. For example, narrow lanes, visual narrowing, and elements to help motorists turn slowly, such as tight turning/corner radius or truck aprons, curb extensions, medians/crossing islands, and hardened centerlines.

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road configuration is **<u>either</u>**:
  - o One-way, 3+ through lanes
  - o Two-way, 4+ through lanes
- ☐ Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of:
  - o 30 MPH or more
- ☐ Existing road has AADT of greater than 15,000 vehicles per day (List the AADT_____)

SCORING GUIDANCE (16 Points)

Multiply the score from Sub-Measure 1 by the proportion of risk factors indicated to calculate the number of points earned for Sub-Measure 2. Applications where all three factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the three factors are present score additional points equal to 2/3 (or 67%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 2, a project would need to earn maximum points on Sub-Measure 1 and also have all 3 risk factors present.

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

- ☐ Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes.)

- ☐ Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays.)

- ☐ Existing road is within 500’ of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

  If yes, please describe (Limit 1,400 characters; approximately 200 words):

  _____
  _____
  _____
  _____

- ☐ Existing road is within 500’ of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

  If yes, please describe (Limit 1,400 characters; approximately 200 words):

  _____
  _____
  _____
  _____

SCORING GUIDANCE (15 Points)

Multiply the score from Sub-Measure 1 by the proportion of exposure factors indicated to calculate the number of points earned for Sub-Measure 3. Applications where all four factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the four factors are present score additional points equal to 2/4 (or 50%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 3 a project would need to earn maximum points on Sub-Measure 1 and also have all 4 exposure factors present.

7. Multimodal Elements and Existing Connections (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 Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas 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 (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), 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.

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. New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. Transit vehicle purchases will receive full credit.

1. 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. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail 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 online/mail outreach effort specific to this project with the general public 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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;*

and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – colleen.brown@state.mn.us.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **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.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

3. Review of Section 106 Historic Resources (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: ☐

4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

5. Railroad Involvement (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 _____

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: 1,200 POINTS

Bridges

Prioritizing Criteria and Measures

May 8, 2023

Purpose: To fund preservation and replacement projects for existing bridges to improve infrastructure condition and multimodal travel options.

Definition: A bridge rehabilitation or replacement project (with an in-place structure length of 20 feet or longer) located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas, 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 Strategic Capacity application category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation
- Bridge replacement

Scoring:

Criteria and Measures	Points	% of Total
1. Role in the Regional Transportation System and Economy	**195**	**16%**
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**	**11%**
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Affordable Housing	**100**	**8%**
Measure A - Engagement	30	
Measure B - **Disadvantaged communities** benefits and impacts	40	
Measure C - Affordable housing access	30	
4. Infrastructure Condition	**450**	**38%**
Measure A – National Bridge Inventory Condition Rating	350	
Measure B – Load-Posting	100	
5. Multimodal Elements and Existing Connections	**150**	**13%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	150	
6. Risk Assessment	**75**	**6%**

Criteria and Measures		Points	% of Total
	Measure A - Risk Assessment Form	75	
7.	**Cost Effectiveness**	**100**	**8%**
	Measure A - Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,200**	

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 non-local functionally classified parallel crossing if the proposed project is closed.

RESPONSE:

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

SCORING GUIDANCE (100 Points)

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

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

Note: Due to the use of multiple sub-measures, two applicants 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. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors*. (65 points):

RESPONSE (Select one for your project, based on the updated 2021 Regional Truck Corridors):

- Along Tier 1: ☐ Miles (to the nearest 0.1 miles): _____ (65 points)
- Along Tier 2: ☐ Miles (to the nearest 0.1 miles): _____ (60 points)
- Along Tier 3: ☐ Miles (to the nearest 0.1 miles) _____ (55 points)
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐ (10 Points)
- 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.

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

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 Traffic Mapping Application*. Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume or take their own count, assuming the methodology is consistent with MnDOT's methodology. 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 (2022)

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 people and the top project had a daily person throughput of 1,500 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 Affordable Housing (100 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 30 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged Communities Benefits and Impacts (0 to 40 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 30 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   - 25 points to projects within an Area of Concentrated Poverty
   - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   - 10 points for all other areas

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

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

   - Project is located in an Area of Concentrated Poverty: ☐
   - Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
   - Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 80 points for the Roadway applications) the project will receive Bonus points as described. If an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

4. Infrastructure Condition (450 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 inventory condition rating of the two spans.

A. **MEASURE**: Identify the lowest National Bridge Inventory condition rating among Deck, Superstructure, Substructure, Channel, or Culvert from the most recent Structure Inventory Report. Attach the report to the application.

RESPONSE:

- Lowest National Bridge Inventory Condition Rating: ____
  - Deck Rating: _____
  - Superstructure Rating: _____
  - Substructure Rating: _____
  - Channel Rating: _____
  - Culvert Rating: _____

Upload Structure Inventory Report.

SCORING GUIDANCE (350 Points)

The lowest National Bridge Inventory (NBI) Condition Rating among Deck, Superstructure, Substructure, Channel, or Culvert will be used as the NBI rating. The ratings will be scored as follows:

Rating of 3 or lower: 350 points
Rating of 4: 280 points
Rating of 5: 170 points

Rating of 6: 110 points

Rating of 7 or higher: 0 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 (150 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 Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas 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 (150 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), 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.

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
New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1.
Transit vehicle purchases will receive full credit.

1. **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. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

   100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail 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 online/mail outreach effort specific to this project with the general public 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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

2. **Layout (25 Percent of Points)**

   Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

   100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – colleen.brown@state.mn.us.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **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.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

3. **Review of Section 106 Historic Resources (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: ☐

4. **Right-of-Way (25 Percent of Points)**

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

5. **Railroad Involvement (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 _____

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: 1,200 POINTS

Transit Expansion

Prioritizing Criteria and Measures

May 8, 2023

Purpose: To fund transit projects that provide new or expanded transit service/facilities with the intent of attracting new transit riders to the system and reducing emissions.

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 and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial BRT lines may be 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.

Applications in the Transit Expansion category cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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
- Highway BRT and Dedicated Guideway BRT

Scoring:

Criteria and Measures	Points	% of Total
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 Affordable Housing	**200**	**18%**
Measure A – Engagement	60	
Measure B – Disadvantaged communities benefits and impacts	80	
Measure B – Affordable housing access	60	
4. Emissions Reduction	**200**	**18%**
Measure A – Total emissions reduced	200	
5. Multimodal Elements and Existing Connections	**100**	**9%**

Criteria and Measures		Points	% of Total
	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 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 Current Revenue Scenario of 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, 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 using 2022 routes 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 service 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 technically sound forecast methodology to estimate the third year of ridership . The ridership estimate should be 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.

  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; 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. 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. The route proposed for expansion and all three routes must use the same year's annual ridership. Additionally, describe how a peer route was selected in the

response and any assumptions used. The applicant must also explain why they chose a given year for their forecast.

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 Affordable Housing (200 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 60 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 60 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged communities Benefits and Impacts (0 to 80 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;

- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 80 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 60 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 60 Points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 60 points. Multiple projects may receive the highest possible score of 60 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   - 25 points to projects within an Area of Concentrated Poverty
   - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   - 10 points for all other areas

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

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

   - Project is located in an Area of Concentrated Poverty: ☐
   - Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
   - Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 160 points for Transit Expansion applications) the project will receive Bonus points as described. If

an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

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, NOx, CO2e, PM2.5, 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
- NOX reduced = VMT reduced * 0.16
- CO2e reduced = VMT reduced * 366.60
- PM2.5 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 New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. Transit vehicle purchases will receive full credit.

1. **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. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

   100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail 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 online/mail outreach effort specific to this project with the general public 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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

2. **Layout (25 Percent of Points)**

   Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **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.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

3. Review of Section 106 Historic Resources (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: ☐

4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

5. Railroad Involvement (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 _____

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	
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

May 8, 2023

Purpose: To fund transit projects that make transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience.

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 and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial 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. 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
- Highway BRT and Dedicated Guideway BRT

Scoring:

Criteria and Measures	Points	% of Total
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 Affordable Housing	**175**	**16%**
Measure A – Engagement	50	
Measure B – **Disadvantaged communities** benefits and impacts	75	
Measure C – Affordable housing access	50	
4. Emissions Reduction	**50**	**5%**
Measure A – Description of emissions reduced	50	
5. Service and Customer Improvements	**200**	**18%**

Criteria and Measures		Points	% of Total
	Measure A – Project improvements for transit users	200	
6.	**Multimodal Elements and Existing 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**	

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 Current Revenue Scenario of 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, 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 using 2022 routes 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 service 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:_____

Note: Reference the "Transit Connections" map generated at the beginning of the application process to determine existing transit routes.

SCORING GUIDANCE (325 Points)

The applicant with the highest existing (2022) 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 Affordable Housing (175 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 50 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 50 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged Communities Benefits and Impacts (0 to 75 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 75 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 50 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 50 Points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 50 points. Multiple projects may receive the highest possible score of 50 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   - 25 points to projects within an Area of Concentrated Poverty
   - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   - 10 points for all other areas

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

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

   - Project is located in an Area of Concentrated Poverty: ☐
   - Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
   - Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 140 points for Transit Modernization applications) the project will receive Bonus points as described. If an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

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, NOx, CO2e, PM2.5, 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. **MEASURE**: 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

   RESPONSE: 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
New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1.
Transit vehicle purchases will receive full credit.

1. **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. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

   100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail 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 online/mail outreach effort specific to this project with the general public 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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

2. **Layout (25 Percent of Points)**

   Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – colleen.brown@state.mn.us.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **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.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

3. Review of Section 106 Historic Resources (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: ☐

4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

5. Railroad Involvement (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 _____

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.

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

May 8, 2023

Purpose: To fund lower-cost, innovative TDM projects that reduce emissions and vehicle miles traveled (VMT) in congested corridors.

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
1. Role in the Regional Transportation System and Economy	**200**	**17%**
Measure A - Ability to capitalize on existing regional transportation facilities and resources	200	
2. Usage	**100**	**8%**
Measure A – Users	100	
3. Equity and Affordable Housing	**150**	**13%**
Measure A – Engagement	45	
Measure B – Disadvantaged Communities benefits and impacts	60	
Measure C – Affordable housing access	45	
4. Congestion Reduction/Air Quality	**400**	**33%**
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	250	
5. Innovation	**200**	**17%**
Measure A - Project innovations and geographic expansion	200	
6. Risk Assessment	**50**	**4%**
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**	**8%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	

Criteria and Measures	Points	% of Total
Total	**1,200**	

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 Affordable Housing (150 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 45 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?

7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 45 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged Communities Benefits and Impacts (0 to 60 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 60 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 45 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project’s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (45 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 45 points. Multiple projects may receive the highest possible score of 45 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   - 25 points to projects within an Area of Concentrated Poverty
   - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   - 10 points for all other areas

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

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

   - Project is located in an Area of Concentrated Poverty: ☐
   - Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
   - Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 120 points for Travel Demand Management applications) the project will receive Bonus points as described. If an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

4. Congestion Reduction/Air Quality (400 Points)

This criterion measures the project's ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NOx, CO2e, PM2.5, 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 daily 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 daily 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 daily 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
- NOX reduced = VMT reduced * 0.16
- CO2e reduced = VMT reduced * 366.60
- PM2.5 reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

RESPONSE: (Emissions reduction will be automatically calculated):

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

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

SCORING GUIDANCE (250 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)*250 points or 200 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: 1,200 POINTS

Pedestrian Facilities (Sidewalks, Streetscaping, And ADA)

Prioritizing Criteria and Measures

May 8, 2023

Purpose: To fund pedestrian facility projects that focus on increasing the availability and attractiveness of walking or rolling by improving safety and removing gaps in the system.

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
1. Role in the Regional Transportation System and Economy	**150**	**13%**
Measure A - Connection to Jobs and Educational Institutions	150	
2. Potential Usage	**150**	**13%**
Measure A - Existing population within ½ mile	150	
3. Equity and Affordable Housing	**120**	**10%**
Measure A – Engagement	36	
Measure B – **Disadvantaged communities** benefits and impacts	48	
Measure C – Affordable housing access	36	
4. Deficiencies and Safety	**400**	**33%**
Measure A - Barriers overcome or gaps filled	170	
Measure B - Deficiencies corrected or safety problems addressed	230	
5. Multimodal Facilities and Existing Connections	**150**	**13%**

Criteria and Measures		Points	% of Total
	Measure A - Transit or bicycle elements of the project and connections	150	
6.	**Risk Assessment/Public Engagement**	**130**	**11%**
	Measure A - Risk Assessment Form	130	
7.	**Cost Effectiveness**	**100**	**8%**
	Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total		**1,200**	

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.

A. **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 Affordable Housing (120 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 36 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?

3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 36 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged Communities Benefits and Impacts (0 to 48 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 48 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 36 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (36 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 36 points. Multiple projects may receive the highest possible score of 36 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   - 25 points to projects within an Area of Concentrated Poverty
   - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   - 10 points for all other areas

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

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

   - Project is located in an Area of Concentrated Poverty: ☐
   - Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
   - Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 96 points for the Bicycle and Pedestrian applications) the project will receive Bonus points as described. If an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

4. Deficiencies and Safety (400 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.

A. **MEASURE**: Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connect system segments in the pedestrian network. The applicant should include a description of barriers and gap improvements for the project. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The

description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. The description should also include details of any project elements that advance needs prioritized in an ADA Transition Plan. (170 Points)

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

SCORING GUIDANCE (170 Points)

The applicant will receive up to 170 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. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. Crashes involving bicyclists and pedestrians should be reported for the latest available 10-year period. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency.

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

PEDESTRIAN SCORING GUIDANCE (230 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 230 points. The other projects in this category will receive a proportional share between 130 and 230 points (i.e., a project that reduces one-half of the crashes of the top project would receive 180 points): 130 to 230 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 145 points based on the quality of the project and response: 0 to 145 Points

5. Multimodal Elements and Connections (150 Points)

This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

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

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

SCORING GUIDANCE (150 Points)

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

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 New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. Transit vehicle purchases will receive full credit.

   1. 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. The focus of this

section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail 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 online/mail outreach effort specific to this project with the general public 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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

2. **Layout (25 Percent of Points)**
   Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

   100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

   75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **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.**

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

3. Review of Section 106 Historic Resources (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: ☐

4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

5. Railroad Involvement (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 _____

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: 1,200 POINTS

Safe Routes to School Infrastructure

Prioritizing Criteria and Measures

May 8, 2023

Purpose: To fund Safe Route to School infrastructure projects that focus on improving safety around school sites.

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
1. Relationship between Safe Routes to School Program Elements	**250**	**21%**
Measure A - Describe how project addresses 6 Es* of SRTS program	150	
Measure B – Completion of Safe Routes to School Plan or local plan	100	
2. Potential Usage	**250**	**21%**
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
3. Equity and Affordable Housing	**120**	**10%**
Measure A – Engagement	36	
Measure B – **Disadvantaged communities** benefits and impacts	48	
Measure C – Affordable housing access	36	
4. Deficiencies and Safety	**350**	**29%**
Measure A - Barriers overcome or gaps filled	150	
Measure B - Deficiencies corrected or safety problems addressed	200	
5. Risk Assessment/Public Engagement	**130**	**11%**
Measure A - Risk Assessment Form	130	
6. Cost Effectiveness	**100**	**8%**
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	**1,200**	

** The 6 Es of Safe Routes to School include Evaluation, Education, Encouragement, Equity, Engagement, and Engineering.*

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: Evaluation, Education, Encouragement, Equity, Engagement, and Engineering (the 6 Es). NOTE:

Equity is not included in this scoring measure because it is directly addressed in Criteria 3 – Equity and Affordable Housing.

A. **MEASURE**: Describe how the SRTS program associated with the project addresses or integrates the 6 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 6 Es into the SRTS program associated with the project.

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

   - **Evaluation** – Evaluation helps understand the underlying issues that need to be addressed and understand how the projects and programs of each of the other five "E's" can be most effective.
   - **Education** – Classes and activities that teach children (and their parents) bicycle, pedestrian and traffic safety skills, the benefits of bicycling and walking, the best routes to get to school, and the positive impacts these activities have on personal health and the environment.
   - **Encouragement** – Using events and activities to promote walking and bicycling.
   - **Equity** – Assurance that SRTS initiatives benefits all demographic groups, with additional attention toward addressing barriers and ensuring safe and healthy outcomes for lower-income students, students of color, and others that face significant disparities.
   - **Engagement** – All Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.
   - **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.

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

SCORING GUIDANCE (150 Points)

The applicant will receive up to 30 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., 30 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.

- Evaluation: 0-30 Points
- Education: 0-30 Points
- Encouragement: 0-30 Points
- Engagement: 0-30 Points
- Engineering: 0-30 Points

The highest-scoring application for this measure will be adjusted to receive the full 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)*150 points or 75 points.

B. **MEASURE**: Confirm that the project is consistent with an adopted Safe Routes to School Plan.

RESPONSE:

- The project, or the issue/barrier being addressed by 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 project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school (50 points): _____
- The school(s) in question do not have Safe Routes to School plan(s) (0 Points): _____

*The Minnesota Department of Transportation has a grant award program for *Safe Routes to School Planning* but note that a Safe Routes to School Plan does not have to be MnDOT-funded in order to be awarded 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. It will receive 50 points if it is discussed as a school-based project in a locally adopted transportation/mobility plan or study.

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). (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 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 Affordable Housing (120 Points)

This criterion addresses the *Council's role in advancing equity* by examining how a project directly benefits or impacts (positively and negatively) Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, people with disabilities, youth, older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing.

A. **MEASURE**: Engagement (0 to 36 points). This measure is a qualitative scoring measure.

A successful project is the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing. Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?

5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

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

SCORING GUIDANCE (0 to 36 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE**: Disadvantaged Communities Benefits and Impacts (0 to 48 points). This measure is a qualitative scoring measure.

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Disadvantaged communities. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older

adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

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

SCORING GUIDANCE (0 to 48 points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

C. **MEASURE**: Affordable Housing Access (0 to 36 points)**.** This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (36 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 36 points. Multiple projects may receive the highest possible score of 36 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**: Those projects that score at least 80% of the maximum total points available through Measures A, B, and C will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   - 25 points to projects within an Area of Concentrated Poverty
   - 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   - 10 points for all other areas

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

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

   - Project is located in an Area of Concentrated Poverty: ☐
   - Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): ☐
   - Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): ☐

SCORING GUIDANCE (0 to 25 Points)

If the applicant receives at least 80% of the available points in Measures A, B, and C (e.g., 96 points for the Bicycle and Pedestrian applications) the project will receive Bonus points as described. If an applicant qualifies for Bonus points it may result in an Equity and Affordable Housing score of more than the total points available.

4. Deficiencies and Safety (350 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. (150 Points)

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

Upload the "Project to RBTN Orientation" map.

SCORING GUIDANCE (150 Points)

The applicant will receive up to 150 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. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of the submittal. Crashes involving bicyclists and pedestrians should be reported for 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 (200 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 200 points. The other projects in this category will receive a proportionate share between 101 and 200 points (i.e., a project that reduces one-half of the crashes of the top project would receive 150 points): 101 to

200 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 100 points while other projects will receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points.

5. Public Engagement/Risk Assessment (130 Points)

This criterion measures the planned public engagement, the number of risks associated with the project, and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

A. **MEASURE**: 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 New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. Transit vehicle purchases will receive full credit.

1. Public Involvement (48 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. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

100% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail 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 online/mail outreach effort specific to this project with the general public 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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the

method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

2. **Layout (16 Percent of Points)**
   Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

   *If applicable

   100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

   100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – *colleen.brown@state.mn.us*.

   75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **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.**

   25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

   0% ☐ Layout has not been started

3. **Review of Section 106 Historic Resources (10 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: ☐

4. **Right-of-Way (16 Percent of Points)**
   100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired
   50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete
   25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified
   0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified
5. **Railroad Involvement (10 Percent of Points)**

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

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

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

Anticipated date or date of executed Agreement _____

SCORING GUIDANCE (85 Points)

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

6. Cost Effectiveness (100 Points)

This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost and total points awarded in the previous five criteria.

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

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

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

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

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

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*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: 1,200 POINTS

UNIQUE PROJECTS FUNDING CATEGORY

May 8, 2023

Unique Projects is a separate application category in the 2024 Regional Solicitation.

Funding Availability, Minimums, and Maximums

Approximately $4 million is available for Unique Projects after funding for the Travel Behavior Inventory/Regional Travel Model. TAB may elect to fund Unique Projects at an amount lower than $4 million, depending on the amount of funding requested and quality of the submittals.

The table below shows the minimum and maximum federal award for the Unique Projects application category that applicants can apply for as part of the Regional Solicitation. The values do not account for the required minimum 20 percent local match that applicants must contribute to the project.

Modal Application Categories	Minimum Federal Award	Maximum Federal Award
Unique Projects	$500,000	$4,000,000

General Process and Rules

The following rules are specific to the Unique Projects application process:

1. Unique Project applicants may submit an application of interest as part of a two-step application process. This first step is optional for applicants. Materials submitted will be kept confidential among staff reviewing the submittals. The second step is to fill out the actual application. The timeline for the Unique Projects application of interest is as follows:

Unique Projects Application of Interest	Timeframe
Release Application of Interest Form	August 18, 2023
Application of Interest Form Due	September 18, 2023
Consultation with Applicants	September 19 – October 6, 2023

2. The Unique Projects application category is primarily focused on projects that would not otherwise be eligible in other funding categories. However, any project can apply in the Unique Projects category if the applicant believes the project is truly unique and would receive a positive evaluation based on the category criteria. This is up to the applicant's discretion to determine. The Transportation Advisory Board reserves the right to disqualify projects that it does not believe fit the intent of Unique Projects. All projects must be eligible for federal funding under the Surface Transportation Block Grant Program or Congestion Mitigation and Air Quality Program.
3. Unique Projects must agree to all of the qualifying requirements of the Regional Solicitation unless stated otherwise in the qualifying requirements.

Application: Regional Solicitation for Transportation Projects

Unique Projects should select program year(s) 2026 and/or 2027.

Unique Projects applicants should submit the following materials as appropriate for their proposals:

- Supporting technical documentation (up to six pages) for metrics or data referenced in their criteria evaluation responses.
- A letter of commitment from any private service, vendor, or non-profit proposed to be included in the project. If letters of commitment are not included, please attach a description of how private services, vendors, or non-profits will be selected as part of the project delivery process.
- Upload project budget (budget should include applicable costs, such as salary, fringe benefits, overhead expenses, marketing, materials, etc.).
- If a project application includes any information that is considered confidential for competitive reasons, please indicate which sections are confidential on the attached materials.

Unique Projects – Application of Interest Form

PROJECT INFORMATION

1. PROJECT TITLE:
2. PROJECT LOCATION (limit 100 words):
3. BRIEF PROJECT DESCRIPTION (Include types of improvements – limit to 300 words):
4. PROJECT BUDGET AND SOURCES (Provide a general budget for the project and budget description; at a minimum, include anticipated total budget and federal request figures – limit to 100 words):

EVALUATION CRITERIA

1. Describe how the project will have a regional impact or how it could be expanded to more of the region. Describe how the project will be using new approaches to existing or emerging challenges, including “proof of concept” approaches.

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

2. Describe how the project will reduce the adverse environmental impacts of transportation.

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

3. Describe how the project will directly improve racial equity, particularly for black, indigenous, and people of color.

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

4. Describe how the project supports multimodal communities.

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

5. Describe how the project will build partnerships or collaboration.

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

UNIQUE PROJECTS

Prioritizing Criteria and Measures

May 18, 2023

Definition: A project that would not be eligible or competitive in other application categories and that reduces adverse environmental impacts, improves racial equity, and supports multimodal communities.

Scoring:

Projects will be evaluated on a nine-point scale for each of the six criteria listed below. Each measure will be given equal weight within the criteria and averaged to get the criteria value. Criteria values will be calculated to 1 decimal points (e.g., 4.2 or 3.1). The total score will be a weighted average of the criteria values. If projects are deemed to have not addressed a specific criteria or measure at all, zero points can be awarded.

Points will be awarded in each measure by each scorer as follows:

- 9 points: exceptional
- 8 points: outstanding
- 7 points: excellent
- 6 points: very good
- 5 points: good
- 4 points: satisfactory
- 3 points: fair
- 2 points: marginal
- 1 point: poor

Criteria and Measures	% of Total	Score (1-9 pts)
1. **Significance**	**39%**	
Measure A – Regional Impact		
Measure B – Expandability		
Measure C – New Approach		
2. **Environmental Impacts**	**21%**	
Measure A – Improve air quality Measure B – Contribution to climate change improvement Measure C – Improve surface or ground water quality and management Measure D – Other environmental improvements		
3. **Racial Equity**	**18%**	
Measure A – Improve connectivity and access to places and opportunity for BIPOC communities Measure B – Removing barriers Measure C – Contributions to quality-of-life improvements		

Criteria and Measures	% of Total	Score (1-9 pts)
4. **Multimodal Communities**	**13%**	
Measure A – Improve multiple non-single-occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking) Measure B – Land use and development strategies that support walkable, bikeable, transit-friendly communities Measure C – Support first- and last-mile solutions for people connecting to places they need to go		
5. **Partnerships**	**9%**	
Measure A – Stakeholder groups involved in project development Measure B – Match contribution		
Total	**100%**	

1. *Significance (39% of Total)*

This criterion measures the regional impact of the project, how it could be expanded to more of the region, and how a project uses new approaches to address existing or emerging challenges in transportation for the region.

A. **MEASURE**: Describe the regional impact of the project. In the response, consider the following:

- How many people does the project directly impact?
- What percent of the people (in a given community/area) are directly impacted?
- What is the project's geographic reach?

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe the largest extent of regional impact will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

B. **MEASURE**: Describe the expandability of the project. If the project requires an adequate private market response, describe the characteristics of the market it could serve beyond the initial project. In the response, consider the following:

- How can the idea be used regionwide?
- If not regionwide, is it a replicable project (i.e., could it be adapted elsewhere)? Describe the extent of the potential locations.

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Any project that that covers the whole region will receive the highest score. Remaining projects will receive a share of the full score relative to the highest score.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

C. **MEASURE**: Describe the new approach of the project to address existing and/or emerging challenge(s). Identify the challenge(s) that the approach is trying to address and discuss how the approach was developed (e.g., replicated from another region, created a new technology/idea). Also briefly describe the risk assessment of the innovation, any mitigation strategies to manage risks, and who will mitigate the risk, if needed.
Examples of challenges include:

- Problems that have been a long-term issue where progress has been limited
- Lack of opportunity for an emerging technology or innovation to penetrate the Twin Cities market
- Leveraging connected and automated (CAV) vehicle technology and infrastructure
- Outdated function or effectiveness of existing infrastructure

RESPONSE: (Limit 4,200 characters; approximately 600 words):

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that effectively describe how their project will address existing and/or emerging challenge(s) will receive high scores. Scorers will consider the level of innovation proposed, the clarity of the link between the innovation and the challenge(s) identified by the applicant, and the risk assessment of the innovation.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

2. *Environmental Impact (21% of Total)*

This criterion estimates the reduction of adverse environmental impacts of transportation.

A. **MEASURE**: Describe how the project will improve regional air quality.

Applicants must describe their methodology for determining the project impact. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project. Examples of benefits include:

- Reduction of single-occupant vehicle (SOV) trips
- Access to electric vehicle charging stations
- Reduction of peak-hour auto trips
- Increase in non-motorized trips
- Increase in multiple-occupant vehicle trips

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describes how their project will improve air quality, along with provision of the most effective benefits, will receive high scores.

Applicants that provide an unclear or unreasonable methodology will receive a score of zero.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

B. **MEASURE**: Describe how the project will contribute to climate change improvement. Explain how the project will reduce greenhouse gas emissions.

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to climate change improvement, along with provision of the most effective benefits, will receive high scores.

Applicants that provide an unclear or unreasonable methodology will receive a score of zero.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

C. **MEASURE**: Describe how the project will improve surface or ground water quality and management. Examples of improvements include:

- Reduction of stormwater runoff and improvements to on-site stormwater management
- Improvements to the resiliency of infrastructure in response to stormwater events

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to improved surface or ground water quality and management, along with provision of the most effective benefits, will receive high scores.

Applicants that provide an unclear or unreasonable methodology will receive a score of zero.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

D. **MEASURE**: Describe how the project will make other environmental improvements. Examples of other environmental elements include:
   - Protection of or enhancement to wildlife habitat or movement
   - Protection of or enhancement to natural vegetation, particularly native vegetation
   - Reductions in or mitigation of noise or light pollution

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to environmental improvements, along with the most provision of the most effective benefits, will receive high scores.

Applicants that provide an unclear or unreasonable methodology will receive a score of zero.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

3. *Racial Equity (18% of Total)*

This criterion addresses the *Council's role in advancing equity* by examining how a project directly improves racial equity.

A. **MEASURE**: Describe how the project will improve connectivity and access to places and opportunity for black, indigenous, and people of color (BIPOC) communities. Examples of improvements include:
   - Better connecting people to places, but also demonstrating an understanding of the places people want to go
   - Connecting communities where known gaps exist (document why connection is needed and where that documentation was sourced from)
   - Outreach to, and involvement from, BIPOC communities in project selection, development, or delivery

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to improve connectivity and access to places and opportunity for BIPOC communities will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

B. **MEASURE**: Describe how the project will remove or lessen barriers to movement, participation, or cultural recognition. Examples of improvements include:
   - Physical barriers being addressed (directly or indirectly)
   - Cultural barriers being addressed (language, etc.)
   - Engagement barrier being addressed (improving systemic outreach issues)

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will remove or lessen barriers, along with provision of the most effective benefits, will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

C. **MEASURE**: Describe how the project will contribute to quality-of-life improvements for BIPOC communities. Examples of improvements include:
   - Placemaking or strengthening a sense of place
   - A sense of safety or security
   - Job creation, increased economic development
   - Access to green space and recreation
   - Improved public health (excluding environmental impacts discussed in criterion two)

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will contribute to quality-of-life benefits will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

4. *Multimodal Communities (13% of Total)*

This criterion measures how the project supports multimodal communities.

A. **MEASURE**: Describe how the project improves multiple non-single-occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking, carpooling). Examples of improvements include:
   - Creating interconnectivity between modes
   - Creating structures or facilities that serve multiple modes
   - Improvements to multimodal trip planning or ease of use

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project improve non-SOV modes within the system will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

B. **MEASURE**: Describe the land use and development strategies that the project directly influences or supports that help create walkable, bikeable, and transit-friendly communities. Examples of strategies include:
   - Contributing to the growth of dense, mixed-use communities or neighborhoods
   - Addressing the outcomes and goals in Thrive MSP 2040 and the 2040 TPP
   - Reducing demand or need for automobile parking infrastructure (e.g., shared parking arrangements, parking management techniques)

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will support walkable, bikeable, and transit-friendly communities will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

C. **MEASURE**: Describe how the project supports first- and last-mile solutions for people connecting to places they need to go. Describe the destinations the project will connect and their level of demand. Examples of strategies include.
   - Mobility hubs and centralized connections for multiple modes
   - Increasing shared trips/shared mobility
   - Access to job centers not located on fixed transit routes

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe how their project will support first- and last-mile solutions will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

5. *Partnerships (9% of Total)*

This criterion measures how the project builds partnerships or collaboration.

A. **MEASURE**: Describe the number of stakeholder groups that have helped or will help develop the project and their role in the project's delivery. In the response, consider the following:

- How many partners will be involved in the project?
- Will there be public/private partnerships (or 4P; Public, Private, Philanthropic, and People)
- What percent or number of partners are small or minority-owned businesses (e.g., disadvantaged business enterprise [DBE], targeted group business [TGB], Met Council underutilized business [MCUB])
- Are businesses or partners locally owned or run?

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

SCORING GUIDANCE

The applicant will receive a score based on the quality of the response. Applicants that most effectively describe their collaboration will receive high scores.

The applicants will receive higher scores if elements of their response are quantitative using proven methodologies. Applicants should provide appropriate justification of their quantitative methodologies.

B. **MEASURE**: Identify the funding partners and amounts of local match provided.

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

SCORING GUIDANCE

The applicant will receive a score based on the percentage of local match provided for the project by the applicant and its funding partners. The project(s) providing the highest local match percentage will be awarded the highest score. The remaining scores will be awarded proportionally to the highest score.

Active Transportation Sales Tax Funds

METROPOLITAN COUNCIL

July 2023

Active Transportation Sales Tax Funds

New Funding Source

- 5% of Council's new metro transit sales tax revenue provided to TAB for Active Transportation defined as "bicycling, pedestrian activities, and other forms of nonmotorized transportation."
- Estimated $24M per year, collection starting on Oct 1st, 2023.
- Process for selecting projects must include solicitation, evaluation and prioritization and must align with the procedures and requirements established for allocation of other funds (i.e., Regional Solicitation)
- Legislation establishes prioritization criteria that aligns well with the Multiuse Trail, Pedestrian Facilities, and Safe Routes to School application categories

Relevant session law:

(b) The Transportation Advisory Board must establish eligibility requirements and a selection process to provide the grant awards. The process must include: solicitation; evaluation and prioritization, including technical review, scoring, and ranking; project selection; and award of funds. To the extent practicable and subject to paragraph (c), the process must align with procedures and requirements established for allocation of other sources of funds.

Process Requirements in Law

(c) The selection process must include criteria and prioritization of projects based on:

Two New Application Requirements Needed

(1) the project's inclusion in a municipal or regional nonmotorized transportation system plan;

(2) the extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;

(3) the extent to which the project supports connections between communities and to key destinations within a community;

(4) identified barriers or deficiencies in the nonmotorized transportation system;

(5) identified safety or health benefits;

New Selection Requirement Needed

(6) geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and

(7) the ability of a grantee to maintain the active transportation infrastructure following project completion.

TAB Spending Decision Required

Two Options for initiating sales tax spending as part of the Solicitation:

1. Modify current 2024 Regional Solicitation to accommodate these funds prior to release this fall.
    - Pro: Begins some spending of funds as soon as possible, likely for projects able to begin in 2025, 2026, 2027; TAB can select amount of funds to make available
    - Con: Limited changes to 2024 Solicitation can be accommodated

2. Wait to allocate any funds until 2026 Solicitation, after conclusion of the Solicitation Evaluation and subsequent redesign of the process
    - Pro: Will maximize the funding available under a redesigned process specific to the sales tax funds
    - Con: Significant amount of funding will accrue prior to project selection in 2026 (est. $72-$78 million by the end of 2026 and additional $48 million available for allocation from 2027 -2028)

Staff Recommendation: Include some level of sales tax funding in 2024 Solicitation and make minor modifications necessary changes to adhere selection requirements in law

Discussion

What is TAB's preference?

1. Allocate some funds in 2024 Solicitation
2. Wait until 2026 Solicitation

TAB Direction: TBD on 7/19

Technical Feedback to Date

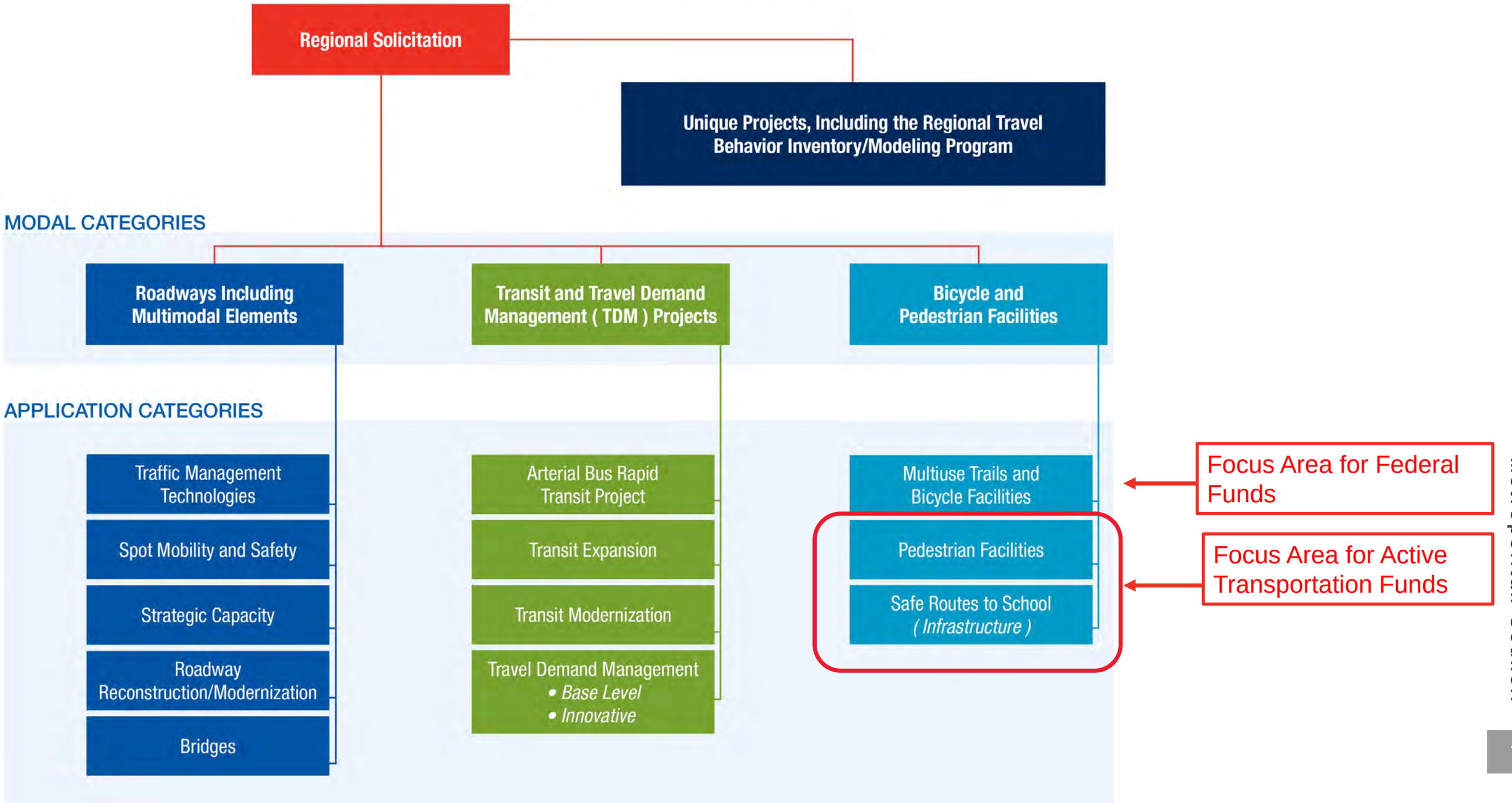
Information item on the new funding was discussed with TAC and TAC Funding & Programming on 6/15. Feedback included:

- Give applicants certainty on the front end whether they are applying for sales tax funds (non-federal) or federal funds.
- Use of non-federal funds on projects instead of federal funds has distinct advantages, especially for smaller projects and smaller community types who are not accustomed to using federal funds. Concern about achieving a geographic balance of investments.
- Hesitancy to invest 4 years of sales tax funding (2024, 2025, 2026, and 2027) in the 2024 funding cycle. A lesser amount was preferred. Further discussion needed as part of the Regional Solicitation Evaluation for future allocations.
- Prefer a simplified application in future years.
- Further clarity needed on whether the sales tax should pay for 80%, 90%, or 100% of the project costs.

Proposal for TAB Discussion

- Use the Active Transportation sales tax funds only for projects in the Pedestrian Facilities and Safe Routes to School application categories and notify applicants that this is where the sales tax funds will be focused.
- These two categories fund smaller projects so it is beneficial to keep them out of the federal process and typically come from a wider geographic spread of applicants, and a greater variation in community types/sizes.
- This approach would then focus the federal bike and pedestrian funds on the larger, multiuse trail application category.
- The Active Transportation funds would be considered above the modal funding ranges.
- A minimum of $33M-$38M (TAB to select) would be allocated in the 2024 Regional Solicitation cycle.
- The upcoming Regional Solicitation Evaluation will establish workgroups to propose a longer-term approach to best utilize the funding in future funding cycles.

REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES



Key Discussion Questions

1. As proposed, the first two years of sales tax collections would be utilized in the 2024 Regional Solicitation (approximately $33 million-$38 million). The Regional Solicitation Evaluation will have work groups to establish a longer-term approach to best utilize the Active Transportation sales tax funding. Is this the right amount to use this funding cycle? The next cycle will likely need to allocate three years of collections but will have more time to plan for the funds.

2. What do you think of the general approach to assign the sales tax funding as the way to fund Pedestrian Facilities and Safe Routes to School application categories for the 2024 Regional Solicitation, then revisit the approach for the 2026 cycle?

3. As proposed Active Transportation funding could be used for up to 90% of project costs, up to the application maximum award (i.e., $2 million for Pedestrian Facilities and $1M for Safe Routes to School). Other options include aligning with the rules of the other federal funding and pay only 80% of eligible costs or alternatively pay 100%?

4. Are the new qualifying requirements clear to applicants or should any edits be made?

5. Are there any other changes that should be made to the Pedestrian Facilities and Safe Routes to School application categories at this time before the release of the 2024 Regional Solicitation application?

Changes for Active Transportation Funding to Address Law Requirements

1. For projects to be considered for Active Transportation sales tax funds, the project must be included in a municipal or regional nonmotorized transportation system plan (examples may include Safe Routes to School system plan, specific bicycle or pedestrian system plans, Regional Bicycle Transportation Network, Regional Bicycle Barriers Study, Pedestrian Safety Action, Americans with Disabilities Act Transition Plan). List the system plan(s):

2. For projects to be considered for the Active Transportation sales tax funds, briefly discuss related policies and practices that encourage and promote complete streets planning, design, and construction.

3. The applicant should indicate if they would only accept Active Transportation sales tax funds and do not want to be considered for federal funds.

   ☐ Check the box to indicate that the applicant would only accept Active Transportation sales tax funds.

4. To promote geographic balance (geographic equity) as required in the state legislation, at least one project will be selected from each of the following Thrive MSP community designation groupings:
   - Urban, Urban Center
   - Suburban
   - Suburban Edge, Emerging Suburban Edge, Rural

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