

# Agenda

## TAC Funding and Programming Committee



**Meeting Date:** April 20, 2023

**Time:** 1:00 PM

**Location:** Virtual

### Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online \(link\).](#)

If you have comments, we encourage members of the public to email us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming by emailing us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

### Call to Order

1. Roll call
2. Approval of the Agenda
3. Approval of March 16, 2023 TAC Funding and Programming minutes - roll call

### Public Comment on Committee Business

### TAB Report

#### Business

1. 2023-20: Scope Change Request for Hennepin County CSAH 153 (Lowry Avenue NE) Reconstruction (Joe Barbeau, MTS)
2. 2023-21: Highway Safety Improvement Program HSIP (Steve Peterson, MTS) – roll call
3. 2023-22: Regional Solicitation – Criteria and Weighing (Joe Barbeau, MTS; Steve Peterson, MTS) – roll call
4. 2023-23: Regional Solicitation – Minimum and Maximum Awards (Joe Barbeau, MTS; Steve Peterson, MTS) – roll call
5. 2023-24: Regional Solicitation – Mode Splits (Joe Barbeau, MTS; Steve Peterson, MTS) – roll call
6. 2023-25: Regional Solicitation – Policies, Qualifying Criteria, and Eligibility (Joe Barbeau, MTS; Steve Peterson, MTS) – roll call
7. 2023-26: Regional Solicitation – Measures and Scoring Criteria (Joe Barbeau, MTS; Steve Peterson, MTS) – roll call
8. 2023-27: Regional Solicitation – Release for Public Comment (Joe Barbeau, MTS; Steve Peterson, MTS) – roll call

#### Information

1. COVID and Driver Shortage Impacts on Transit Planning (Adam Harrington, Metro Transit)
2. MnSHIP Draft Investment Scenario (Brad Utecht, MnDOT)

## Other Business

## Adjournment

**Key:**

- \*       Agenda item changed following initial publication

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**Council Contact:**

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651-602-1725



# Minutes

## TAC Funding and Programming Committee



**Meeting Date:** March 16, 2023

**Time:** 1:00 PM

**Location:** Virtual

### Members Present:

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Bloomington – Karl Keel             | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos            | <input checked="" type="checkbox"/> Anoka Co – Jack Forslund      |
| <input type="checkbox"/> Lakeville – Paul Oehme                         | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag               | <input checked="" type="checkbox"/> Carver Co – Angie Stenson     |
| <input checked="" type="checkbox"/> Eden Prairie – Robert Ellis         | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input checked="" type="checkbox"/> Dakota Co – Jenna Fabish      |
| <input checked="" type="checkbox"/> Fridley – Brandon Brodhag           | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Mike Samuelson                | <input checked="" type="checkbox"/> Hennepin Co – Jason Pieper    |
| <input checked="" type="checkbox"/> Maple Grove – Ken Ashfeld           | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh                           | <input checked="" type="checkbox"/> Ramsey Co – Scott Mareck      |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input checked="" type="checkbox"/> DNR – Nancy Spooner-Walsh                      | <input checked="" type="checkbox"/> Scott Co – Adam Jessen        |
| <input checked="" type="checkbox"/> Minneapolis – Nathan Koster         | <input checked="" type="checkbox"/> Suburban Transit Assoc – Vicky Loehrer         | <input checked="" type="checkbox"/> Wash Co – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber               |  | <input checked="" type="checkbox"/> = present, E = excused        |
| <input checked="" type="checkbox"/> Met Council – Cole Hiniker          |  |   |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak      |  |   |

### 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 asked for any changes to the agenda. Committee members did not have any comments or changes to the agenda. A roll call vote was not needed for approval of the agenda as no committee member offered an amendment to the agenda.

### Approval of Minutes

It was moved by K. Keel, seconded by N. Spooner-Walsh to approve the minutes of the February 16, 2023 regular meeting of the TAC Funding and Programming Committee. **Motion carried.**

### Public Comment on Committee Business

There were no public comments.

### TAB Report

E. Koutsoukos presented the report from the March 15, 2023 TAB meeting.

## Business

There were no business items.

## Information

1. PROTECT and Regional Solicitation Program Balancing (Brian Shekleton, MnDOT; Bethany Brandt-Sargent, MTS; Steve Peterson, MTS)

### PROTECT Overview

Brian Shekleton from MnDOT's Office of Sustainability and Public Health presented on PROTECT and Regional Solicitation Balancing. PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) is a new federal program authorized in the 2022 Infrastructure Investment and Jobs Act (IIJA) designed to provide states funds to help make surface transportation more resilient to current and projected natural hazards. The formula program provides \$23 million to the State of Minnesota annually.

K. Keel asked if the \$23M is new or diverted from other funding, directly to MnDOT. B. Shekleton responded that PROTECT is a new program from the federal government. The funds are going to MnDOT which will be distributed to regional districts and area transportation partnerships (ATPs). In the metro area they will be accessed through the regional solicitation.

K. Keel asked if these funds would be used to create new category in the regional solicitation or would this go into existing categories. S. Peterson responded that this question would be covered in the second part of the presentation.

N. Koster asked if there are any stipulations on doing planning first versus funding capital projects. B. Shekleton responded that to access funds, projects should be in the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) for this fiscal year and next. There are not enough funds to do "landmark projects" rather MnDOT is looking for elements that could be added to existing projects or planning that can be leveraged for multiple future projects.

N. Koster asked if MnDOT knows where it is going to allocate PROTECT funding to existing TIP or STIP projects since timeline is so short. B. Shekleton responded that MnDOT is engaging with planners and engineers around the state to help them understand the guidance that is available. It is explicit in the law that this funding is not for filling funding shortfalls but to enhance resilience within projects.

M. Dahlheimer asked for clarification if PROTECT funding is intended to fund project elements rather than a whole project and for an example where an entire project would be considered a resilience improvement activity. B. Shekleton responded that so much of eligibility is linked to context and gave an example of Lake Walk in Duluth; if it was going to be rebuilt in place after being destroyed by lake ice, only elements could be funded but if the whole facility would be moved the whole project could be eligible. MnDOT's view is eligibility is less about boxes checked and more about what will happen to infrastructure if changing weather trends continue.

M. Thompson commented that it seems like the program looks for low cost/high benefit improvements or project elements for resilience.

### PROTECT Funding and Met Council Regional Solicitation

Bethany Brandt-Sargent and Steve Peterson presented on funding aspects of PROTECT and the Regional Solicitation. The Met Council's approach is to fund eligible elements of projects





funded in the last Regional Solicitation cycle. This frees up other funding that can be used to pay down some overprogramming and pay back advanced construction projects sooner.

K. Keel clarified that it sounds like new funds will be absorbed into the existing program, not funding new programs or projects or increase available funding but rather reduce overprogramming. In future years will we do the same thing or have a separate category?

J. Pieper asked for clarification regarding requirements for tracking cost distribution if roadway reconstruction projects have elements that are funded by PROTECT. C. Brown responded that projects will have to track PROTECT and Carbon Reduction funds separately. It will be a little more work but not that much. It is not a separate project number, just identifying funds as coming from a different pot.

M. Samuelson asked if PROTECT funds are intended to improve resiliency not back fill funding gaps, but it seems like they are being used to get our overprogramming amount down; are we proposing additional scopes to projects? How are we addressing guidance from the program while also paying down overprogramming? S. Peterson responded that there are a couple of issues, including timing. The best-case scenario would be to use PROTECT funding on new projects identified in the 2024 funding cycle. There are unfunded projects from the 2022 funding cycle that do have elements that could absorb PROTECT funds. Given that Regional Solicitation just ended, those projects are not in the TIP and the amount of overprogramming suggested paying down overprogramming was the best approach for now. B. Shekleton added that MnDOT has been having a robust discussion about what we can do and is being careful to not supplant existing funds but rather augment resilience. The concerns are valid and MnDOT is working on it. C. Brown added the PROTECT funds are not being used to pay down overprogramming but will replace other funding sources which can then be released and used to pay down overprogramming.

N. Koster asked if the information presented requires any action by the committee or is it more informational? S. Peterson responded that if projects receive new funding and other funding is released it is typically not an action item and just information.

M. Thompson asked if there were requirements on how MnDOT should distribute this money? B. Shekleton responded that there were no requirements, but it was decided by MnDOT leadership that 70% would go to MnDOT Districts and 30% to ATPs who would manage funds.

A. Stenson stated that this seems like a lost opportunity to use these funds for new aspects and does not meet the goal of expanding resilience. PROTECT funds are not meant to backfill gaps or supplant other federal funds and that is exactly the proposal. Carver County is opposed to the recommendation and would like to see other options, including direction from TAB. Carver County would like to see these funds used for new projects and does not see them as different from the Carbon Reduction funds, noting it is only two months after initial project selection and do not see it as an issue for funding these projects.

A. Stenson asked if MnDOT would be using the 2024 and 2025 funding and then the MPO would receive 2026 and 2027 funding. B. Shekleton responded that MnDOT leadership voted on the 70/30 split acknowledging that dollar amount going out to ATPs would not change. Some of the 2022 funding was used for developing the resilience improvement plan. By combining some funds, MnDOT was able to fund the planning effort that will save money over the long term.

M. Thompson asked if for 2024 through 2027, the cumulative amount the metro ATP gets is \$6.4 million or is it \$6.4 million per year. S. Peterson responded that the total is roughly \$21 million. The \$6.4 million for 2023 and 2024 is for the entire metro district, so some funding was carved off for Chisago County. Funding in 2026 and 2027 will be \$4.7 million and \$3.5 million,



respectively. MnDOT is assuming this funding source will continue.

M. Thompson asked A. Stenson what they would like to see from staff. A. Stenson replied that they would like to see all options considered by staff that fulfill the program purpose of funding new elements or new projects. S. Peterson replied the committee should look at funding tables in the presentation and think about whether PROTECT funds should be used for existing project elements or new projects. There are three projects from the 2022 solicitation that have eligible elements in them. Staff looked at the next unfunded projects across all categories and three have eligible projects. B. Brandt-Sargent added that a lot of the eligible elements in new projects are very small and so may not be worth extra paperwork or award. Those projects typically have \$300 to \$600 thousand of eligible elements and the PROTECT funds may not substantively change funding needs.

M. Thompson asked how much time we have to figure out if there are next steps or if this is informational. S. Peterson responded that 2024 funds are being put into the TIP now as we are in that funding year now. The remaining three years are more open and not as urgent as 2024. M. Thompson asked if this topic has been discussed at TAB? S. Peterson responded that it was mentioned at TAB executive committee and is on the agenda for the April TAB meeting.

N. Koster asked if the approach to funding projects in 2024 is set. S. Peterson responded yes, MnDOT is preparing a draft TIP that will be coming to this committee for approval. N. Koster asked if there is a timeline on the funds for 2025, 2026, and 2027 from Federal Highway Administration (FHWA) that those funds need to be spent in that year or be held until 2028 and 2029 when there is a defined plan. S. Peterson responded MnDOT has not indicated whether they can absorb more of the earlier year funding. At some point funding will be sent to the ATPs for allocation. If they cannot, it will likely go back to MnDOT. B. Shekleton added MnDOT is trying to get as much funding to be spent by the appropriate agencies as possible.

K. Keel highlighted a comment from S. Peterson that if we use this to pay down overprogramming it provides more flexibility to use other funds on resilience in the future. S. Mareck stated that Ramsey County would concur that we should not rely on PROTECT funds to backfill overprogramming long-term but would defer to staff on 2024 programming if we do not have any project that can deliver on the funds. Ramsey County would rather keep PROTECT funds in the local programming rather than going back to MnDOT.

S. Peterson mentioned that there are four projects in 2022 and 2023 from Metro Transit, three of which were put into Federal Transit Administration (FTA) Grants that have a five-year timeline to be spent.

I. Eyoh asked if the PROTECT program requires identification of strategies before funds can be used. B. Shekleton replied MnDOT has not explored going down that path.

## 2. Potential Changes to 2024 Regional Solicitation (Joe Barbeau, MTS; Steve Peterson, MTS)

Joe Barbeau and Steve Peterson presented potential changes to the 2024 Regional Solicitation. The solicitation period will be starting soon and will be looking to fund projects in program years 2028 and 2029. The discussion at the most recent TAB meeting regarding the upcoming regional solicitation and safety criteria weighting was also summarized.

### **Safety Criteria Weighting**

N. Koster said that Minneapolis supports emphasizing safety across all modal categories and should influence safety outcomes across the entire solicitation. Safety should help differentiate which projects within modal categories rather than elevate of a particular category over others. M. Thompson replied that the changes should not affect funding between categories.



J. Pieper asked if staff could provide information visually to show the impacts of changes in scoring in the cost effectiveness and overall score instead of just the scoring appeal adjustment.

C. Hiniker added that there will be a transit planning technical working group meeting on March 29 where they can address any detailed questions regarding transit and how to address safety criteria scoring in the transit category. E. Koutsoukos added that there currently is no safety measure so potentially a measure could be added.

S. Mareck reminded the group that the origins of the safety scoring weights discussion came from the safety performance presentation showing the region below safety targets, particularly serious injury and fatal crashes, for three or four cycles. TAB wanted to make a meaningful difference on serious and fatal crashes to address the gap in targets for region. For transit this is probably a different discussion but for roadway, bicycle, and pedestrian scoring if there are measures that elevate those considerations, focus should be on those to make a meaningful difference on serious and fatal crashes.

M. Dahlheimer said that Washington County felt it is important there is a clear but simple narrative of how changes will help move the needle. There is only so much that can be done in 2024 but a simple statement or narrative of how this discussion originated and how the proposed approach will help get us where we want to be.

M. Thompson suggested providing TAB three very different options up to 500 points for safety. N. Koster replied he was thinking something similar and that we have bonus points for equity; maybe we provide bonus points directly related to severe and fatal incidents.

C. Hiniker stated it is important to remind TAB that a regional safety action plan is underway and even making all points safety may not move the needle; safety problems cannot be solved just through the Regional Solicitation.

E. Koutsoukos asked the committee if adding points to safety would change what projects they submit. A. Stenson replied that one of the reasons for looking at this is some of the top scoring projects for safety did not end up being funded. Carver County had a project a couple solicitations ago that scored highly for safety but was watered down by the outlier adjustment process.

S. Peterson replied to summarize the tasks based on committee feedback is 1) to revamp the slides in the presentation, 2) get clarification on transit from the transit working group and then bring that back to TAC in April, 3) look back at the effect of adding points for safety to previous solicitations. M. Thompson replied instead of just 200 points should we do 300 points or a sensitivity analysis to see where the changes would have different effects on the solicitation outcomes. S. Peterson replied that MTS will look at it from a data perspective.

### **Tied Scores**

S. Peterson stated that one suggestion was to break ties based on safety scores and to write that methodology in the application. K. Keel replied that sounds like a good idea; we should recognize that our scores are not that precise. S. Mareck agreed with using safety points to break a tie. J. Pieper commented that the scoring committee and chair seem like the right group to determine tie breaking at the scoring final meeting.



## **BRT Funding Rule**

S. Peterson stated that TAB was confused with the proposed change to the rule regarding BRT funding, especially new members.

C. Hiniker stated he believes the current BRT rule was first set up in 2019 for implementation in the 2020 cycle. The \$32 million figure was based on providing only a certain amount for BRT so there would be funding for other project types. TAB suggested the rule should be revisited due to increased funding. Recommendations for a minimum number of non-BRT projects funded were presented to TAB but they were not satisfied with that approach. The transit working group will discuss; it may be simplest to just increase that \$32 million figure. The transit working group will put out two or three options for TAB to consider, with one being we keep it the same. M. Thompson stated he also heard some confusion at TAB and some hesitancy to change the current figure based on the work put in to create it.

C. Hiniker stated what happened last cycle is two projects on a BRT line applied for funding and one was skipped resulting in the last project in another transit category funded due to the rule. E. Koutsoukos stated some transit funding ended up being transferred to another category due to the rule. M. Thompson asked staff to show how the options presented would have better funded priorities using previous solicitations as examples.

N. Koster stated that since the formula funding has increased, leaving the BRT funding limit where it is does not reflect the current funding situation. C. Hiniker replied that will likely be one of the options presented to TAB.

## **Federal Minimum and Maximum Awards**

S. Peterson stated that since 2014 only a few maximum awards have been adjusted. Given inflation in construction costs in recent years, those maximums do not have the same purchasing power. Staff were asked to review the maximum awards. At TAB there was some concern about funding fewer projects if maximums were increased.

K. Keel asked if there is a sense of what proportion of projects are up near the maximum or minimum award amounts within the various categories. S. Peterson responded that some funding categories, like traffic management technologies and spot mobility and safety typically request an amount equal to the 80 percent federal funding share while other categories like strategic capacity and roadway reconstruction and modernization funding maximums do not approach the 80 percent federal funding share limit and reconstruction projects have gotten increasingly expensive. Many of the planned arterial bus rapid transit lines are more expensive to implement than those recently implemented.

M. Thompson suggested running an inflationary factor for each category to see how much it changes the thresholds.

A. Stenson asked to confirm that pedestrian facilities category maximum is not being proposed to go back down to \$1 million. M. Thompson confirmed that the maximum is staying at \$2 million.

C. Hiniker said that some projects are scoped to fit within the maximum, so be cautious looking at the applications as agencies will scope projects to match the available funding.

N. Koster stated that the effect of inflation is felt across the categories. For example, \$7 million gets maybe a half mile of urban reconstruction. He did not provide a recommendation but expects this trend to continue. He also noted that competitive bids for project sizes of \$1 million like safe routes to school projects are challenging so could consider increasing that limit to \$2



million in parity with pedestrian facilities.

K. Keel said that the downside of increasing maximums is fewer funded projects and geographic equity. M. Thompson added that applicants who are under the funding line always want more projects to be funded. K. Keel questioned whether unfunded projects would happen without the Regional Solicitation funding. Many would likely accept partial funding and proceed. If the goal is to leverage as much funding as possible, perhaps the maximums stay where they are and fund more projects. M. Thompson replied that the Met Council has generally tried to fund as many projects as possible but other MPOs take a different approach, so it is a policy question.

S. Mareck agreed with K. Keel's comments and noted in relation to the earlier conversation regarding safety, the one project category with safety in the name (spot mobility and safety) has one of the lowest funding maximums. M. Thompson replied that there was also interest in increasing the maximum for safe routes to school. E. Koutsoukos replied that the largest request for spot mobility and safety was \$3.2 million, below the maximum of \$3.5 million. S. Mareck replied yes that relates to C. Hiniker's earlier comments about applicants fitting projects to the available funding. Applicants should be asked whether they would propose larger projects if the maximum was increased.

A. Stenson stated that as an applicant in these categories, Carver County proposed a project for one roundabout but wants to implement up to three roundabouts so if the funding maximum was higher, they may have pursued that.

E. Koutsoukos stated raising maximums may allow for more projects to be submitted but does not expect there to be fewer smaller projects.

J. Pieper said that in the 2022 solicitation there was an unprecedented number of awards due to additional funding availability and that is unlikely to be the case in upcoming solicitations. Increasing maximums may be a double-edged sword if we have bigger projects being funded and fewer funds there will be many fewer projects being funded. He asked if there was any feedback from applicants who returned their funds and if they indicated why (lack of local match or project development issues). C. Brown replied that most are due to project development issues such as right of way or environmental impacts but we are seeing more legislative funding year extension requests. M. Thompson asked if it is known which projects are requesting extensions. C. Brown replied the Kellogg Bridge projects in St. Paul.

M. Thompson asked if staff had enough feedback on this topic. S. Peterson replied yes and that staff would be back with a redline version next month. M. Thompson asked if we will have options by the time of the next TAC meeting. S. Peterson responded yes.

## Reports

There were no reports.

## Adjournment

Business completed; the meeting adjourned at 3:15 p.m.

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### Council Contact:

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[Bethany.Brandt-Sargent@metc.state.mn.us](mailto:Bethany.Brandt-Sargent@metc.state.mn.us)  
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# Action Transmittal

Transportation Advisory Board



**Meeting Date:** April 20, 2023

**Date:** April 13, 2023

## Action Transmittal: 2023-20

Scope Change Request for Hennepin County CSAH 153 (Lowry Avenue NE) Reconstruction

**To:** TAC Funding & Programming Committee

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

### Requested Action

Hennepin County requests a scope change to remove MN 65 intersection improvements from its CSAH 153 reconstruction project (SP # 027-753-020).

### Recommended Motion

That the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approval of Hennepin County's scope change request to remove MN 65 intersection improvements from its CSAH 153 reconstruction project (SP # 027-753-020).

### Summary

This requested scope change involves removing improvements at the MN 65 (Central Avenue NE) intersection of Hennepin County's CSAH 153 (Lowry Avenue NE) reconstruction project. These improvements will be completed by Metro Transit when it constructs F line arterial bus rapid transit (ABRT). The change would enable the intersection improvement to be addressed in one project rather than two.

### Background and Purpose

Hennepin County was awarded \$7,000,000 in Surface Transportation Block Grant (STBG) Program funds (with a \$10,490,000 total cost) for 2023 in the 2018 Regional Solicitation. The award was to fund improvements along CSAH 153 (Lowry Avenue NE) from Washington Street NE to Johnson Street NE. Improvements were to include new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals.

Construction is scheduled through 2025, which is when development of Metro Transit's F Line arterial bus rapid transit (ABRT) is scheduled to begin. Therefore, Hennepin County requests a scope change that would remove planned improvements at the intersection with MN 65 (Central Avenue) so they can be completed with the F Line project. The rationales for this request are that the long-term vision for the intersection could better be implemented in the latter project and that this would enable the intersection to be addressed in one project, rather than two. Metro Transit will complete the improvements as a part of its project.

## 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. The project's original score of 594 left it ranked third out of the 15 applications in the Roadway Reconstruction and Modernization category. Seven applications were funded. The highest-scoring unfunded application scored 554 points. Staff believes it is unlikely that the project as now proposed would have scored fewer than 554 points and therefore supports approval of the request.

**Table 1: Scoring Analysis**

Measure	Max Score	Original Score	Scope Change	Notes
1A. Congestion	65	36	0	No change
1B. Connection to Jobs	40	28	0	No change
1C. Regional Truck Corridors	65	10	0	No change
2A. Person Throughput	110	20	0	No change
2B. 2040 Volume	65	19	0	No change
3A. Equity	30	26	0	Very unlikely to change
3B. Housing	70	70	0	No change
4A. Infrastructure Age	50	38	0	No change
4B. Geo/Structural Deficiencies	100	86	0	No change
5A. Vehicle Delay Reduced	150	6	0	Unlikely to change already low score
5B. Emissions Reduced	50	6	0	Unlikely to change already low score
6. Safety	150	112	0/-	Unlikely to change significantly
7. Multimodal	100	80	0/-	Unlikely to change significantly
8. Risk Assessment	75	30	0	Very unlikely to change
9. Cost Effectiveness	100	27	0	N/A
<b>TOTAL</b>	<b>1,100</b>	<b>594</b>	0/-	Likely minimal scoring 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	\$7,000,000	\$7,000,000
Local Contribution	\$3,490,000	\$7,000,000
Total Cost	\$10,490,000	\$14,000,000
Project Element Removal	\$800,000	\$800,000
80% Federal	\$640,000	\$640,000
Revised Project Cost	\$9,690,000	\$13,200,000

Recent history shows that retention of the full federal award is typical when removed elements are being completed by other another project. Metro Transit will complete the elements being removed.



## Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	<i>April 20, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review and Adopt	<i>May 17, 2023</i>





# HENNEPIN COUNTY

## MINNESOTA

April 7, 2023

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

**Re: Scope Change request to S.P. 027-753-020 - CSAH 153 (Lowry Avenue NE) Reconstruction Project**

Dear Mr. Thompson,

Hennepin County respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2018, Hennepin County was awarded federal funding as part of the Regional Solicitation to reconstruct Lowry Avenue NE (CSAH 153) between Washington and Johnson streets in Northeast Minneapolis. Such improvements include: grading, aggregate base, bituminous base and surface, stormwater, sidewalk, Americans with Disabilities Act (ADA) pedestrian ramps, traffic signals, streetscaping, bicycle facilities, and curb and gutter.

Project development has been ongoing since late 2020; and it has become known that Metro Transit is planning an improvement project along a roadway that intersects CSAH 153 within the limits of the subject line project, at the following location:

- CSAH 153 (Lowry Avenue NE) / TH 65 (Central Avenue NE) – Metro Transit F Line Rapid Bus Project

The Hennepin County led CSAH 153 reconstruction project, is planned for construction in 2024 through 2025, and the Metro Transit led F Line Bus Rapid Transit (BRT) project is anticipated to begin construction in 2025. Therefore, it's in the public's best interest for agencies to coordinate planned activities to minimize impacts to the public.

The current 2023-2026 State Transportation Improvement Program (STIP) identifies \$7,000,000 in federal funding and \$7,000,000 in local match funding for the project, for a STIP total of \$14,000,000. The program year for this project is 2023.

At this time, Hennepin County requests a scope change that would remove the planned improvements at the CSAH 153 (Lowry Avenue NE) and TH 65 (Central Avenue NE) intersection from the subject line project; and as a result, include such work in the larger Metro Transit F Line Bus Rapid Transit (BRT) project. Approval of this scope change request will allow for additional coordination and enhanced improvements at this intersection as it became evident during final design for the county's CSAH 153 (Lowry Avenue NE) that implementation of the long-term vision of the intersection would not likely be feasible due to the existing design of TH 65 (Central Avenue NE). The change would also result in only one

Hennepin County Transportation Project Delivery  
Public Works Facility, 1600 Prairie Drive, Medina, MN 55340  
612-596-0300 | hennepin.us



# HENNEPIN COUNTY

## MINNESOTA

project (rather than two) at this intersection which will further minimize impacts to the local community and traveling public.

With your approval, the improvements at CSAH 153 (Lowry Avenue NE) and TH 65 (Central Avenue NE) intersection will be delivered with the Metro Transit F Line BRT project, in which Hennepin County intends to cost participate with local funds for improvements located in intersections where no BRT platforms are proposed. Therefore, we kindly request to retain the full original federal funding amount of \$7,000,000.

With your approval, we respectfully request the above-mentioned revision be made to the 2023-2026 STIP. Please advise of any additional information you may need and contact me with any questions.

Sincerely,



Kelly Agosto, PE

Cc: Colleen Brown, MnDOT Metro State Aid  
Carla Stueve, PE  
Jessa Trbojevich, PE  
Chad Ellos, PE  
Jason Pieper, PE



## FUNDING DATA FOR SCOPE CHANGE REQUEST

### 1. Original Application

Regional Solicitation Year	2018
Application Funding Category	Roadway modernization
HSIP Solicitation	N/A
Application Total Project Cost	\$10,490,000
Federal Award	\$7,000,000
Application Federal Percentage of Total Project Cost	67%

Project Elements Being Removed:	Original Application Cost
Work at CSAH 153/TH 65 intersection	\$800,000.00

### 2. Current Funding

Table 1 | Current Construction Cost Breakdown

Location	Construction Costs	Percentage of Total Project
CSAH 153 (Without TH 65 intersection)	\$11,300,000.00	92%
CSAH 153/TH 65 intersection	\$986,489.00	8%
Total	\$12,286,489.00	100%

### 3. Attachments

#### Attachment 1

Project map identifying location of work to be removed.

#### Attachment 2

Letter of support and commitment from Metro Transit.

HENNEPIN COUNTY  
MINNESOTA

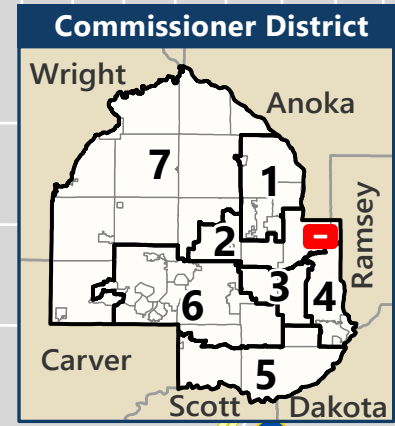
**ATTACHMENT 1**

PROJECT MAP



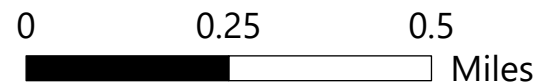
# Lowry Ave NE (CSAH 153) Reconstruction | CP 2140900

From Washington St NE to Johnson St NE in the City of Minneapolis | Hennepin County Public Works



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Publication Date: 6/28/2022



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**ATTACHMENT 2**

AGENCY LETTER OF SUPPORT AND COMMITMENT

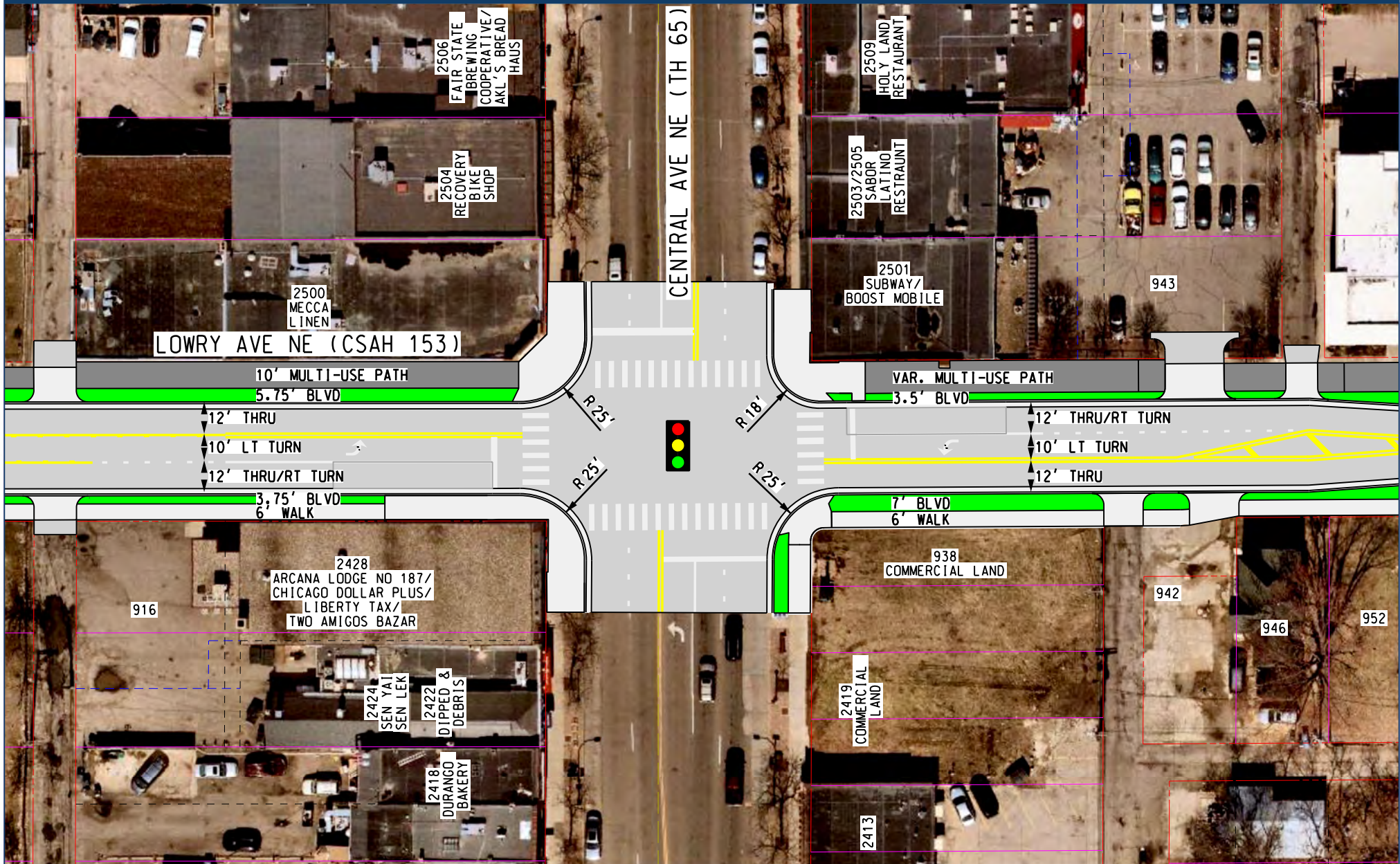




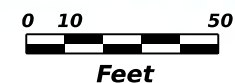
# CSAH 153 (Lowry Avenue) S.P. 027-753-020

Central Avenue | Hennepin County Public Works

HENNEPIN COUNTY  
MINNESOTA



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# CSAH 153 (Lowry Avenue) S.P. 027-753-020

Central Avenue | Hennepin County Public Works

HENNEPIN COUNTY  
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# HENNEPIN COUNTY

## MINNESOTA

April 7, 2023

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

**Re: Scope Change request to S.P. 027-753-020 - CSAH 153 (Lowry Avenue NE) Reconstruction Project**

Dear Mr. Thompson,

Hennepin County respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2018, Hennepin County was awarded federal funding as part of the Regional Solicitation to reconstruct Lowry Avenue NE (CSAH 153) between Washington and Johnson streets in Northeast Minneapolis. Such improvements include: grading, aggregate base, bituminous base and surface, stormwater, sidewalk, Americans with Disabilities Act (ADA) pedestrian ramps, traffic signals, streetscaping, bicycle facilities, and curb and gutter.

Project development has been ongoing since late 2020; and it has become known that Metro Transit is planning an improvement project along a roadway that intersects CSAH 153 within the limits of the subject line project, at the following location:

- CSAH 153 (Lowry Avenue NE) / TH 65 (Central Avenue NE) – Metro Transit F Line Rapid Bus Project

The Hennepin County led CSAH 153 reconstruction project, is planned for construction in 2024 through 2025, and the Metro Transit led F Line Bus Rapid Transit (BRT) project is anticipated to begin construction in 2025. Therefore, it's in the public's best interest for agencies to coordinate planned activities to minimize impacts to the public.

The current 2023-2026 State Transportation Improvement Program (STIP) identifies \$7,000,000 in federal funding and \$7,000,000 in local match funding for the project, for a STIP total of \$14,000,000. The program year for this project is 2023.

At this time, Hennepin County requests a scope change that would remove the planned improvements at the CSAH 153 (Lowry Avenue NE) and TH 65 (Central Avenue NE) intersection from the subject line project; and as a result, include such work in the larger Metro Transit F Line Bus Rapid Transit (BRT) project. Approval of this scope change request will allow for additional coordination and enhanced improvements at this intersection as it became evident during final design for the county's CSAH 153 (Lowry Avenue NE) that implementation of the long-term vision of the intersection would not likely be feasible due to the existing design of TH 65 (Central Avenue NE). The change would also result in only one

Hennepin County Transportation Project Delivery  
Public Works Facility, 1600 Prairie Drive, Medina, MN 55340  
612-596-0300 | hennepin.us



# HENNEPIN COUNTY

## MINNESOTA

project (rather than two) at this intersection which will further minimize impacts to the local community and traveling public.

With your approval, the improvements at CSAH 153 (Lowry Avenue NE) and TH 65 (Central Avenue NE) intersection will be delivered with the Metro Transit F Line BRT project, in which Hennepin County intends to cost participate with local funds for improvements located in intersections where no BRT platforms are proposed. Therefore, we kindly request to retain the full original federal funding amount of \$7,000,000.

With your approval, we respectfully request the above-mentioned revision be made to the 2023-2026 STIP. Please advise of any additional information you may need and contact me with any questions.

Sincerely,



Kelly Agosto, PE

Cc: Colleen Brown, MnDOT Metro State Aid  
Carla Stueve, PE  
Jessa Trbojevich, PE  
Chad Ellos, PE  
Jason Pieper, PE



## FUNDING DATA FOR SCOPE CHANGE REQUEST

### 1. Original Application

Regional Solicitation Year	2018
Application Funding Category	Roadway modernization
HSIP Solicitation	N/A
Application Total Project Cost	\$10,490,000
Federal Award	\$7,000,000
Application Federal Percentage of Total Project Cost	67%

Project Elements Being Removed:	Original Application Cost
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Project map identifying location of work to be removed.

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Letter of support and commitment from Metro Transit.

HENNEPIN COUNTY  
MINNESOTA

**ATTACHMENT 1**

PROJECT MAP

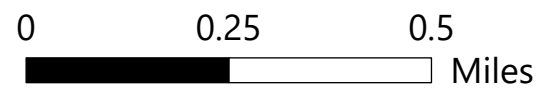


# Lowry Ave NE (CSAH 153) Reconstruction | CP 2140900

From Washington St NE to Johnson St NE in the City of Minneapolis | Hennepin County Public Works



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**ATTACHMENT 2**

AGENCY LETTER OF SUPPORT AND COMMITMENT

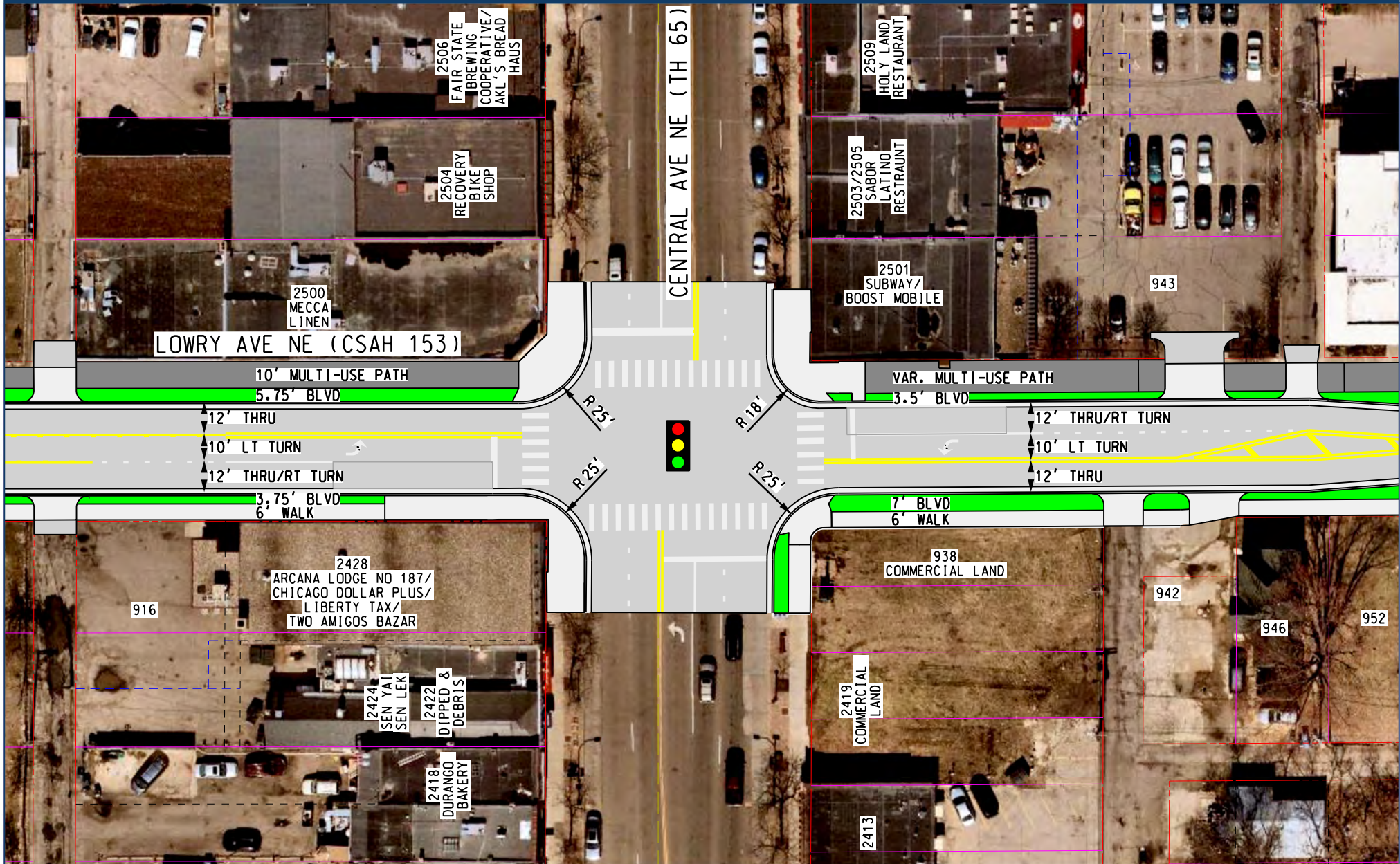




# CSAH 153 (Lowry Avenue) S.P. 027-753-020

Central Avenue | Hennepin County Public Works

HENNEPIN COUNTY  
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# CSAH 153 (Lowry Avenue) S.P. 027-753-020

Central Avenue | Hennepin County Public Works

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# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** April 20, 2023

**Date:** April 13, 2023

## Action Transmittal: 2023-21

2024 Highway Safety Improvement Program (HSIP) Application: Release for Public Comment

**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

Approve the draft 2024 Highway Safety Improvement Program (HSIP) application for release for public comment.

### Recommended Motion

That the TAC Funding and Programming recommend to the Transportation Advisory Board (TAB) approval of the draft 2024 Highway Safety Improvement Program (HSIP) application for release for public comment.

### Background and Purpose

Staff asks that TAB release the draft 2024 Highway Safety Improvement Program (HSIP) application for review and public comment. The HSIP application will be released for a 30-day comment period, tentatively scheduled for May 19 to June 23. After the public comment period, a revised draft package will be prepared for TAB's July meeting. HSIP applications will be due on February 1, 2024. MnDOT has made some changes for the 2024 HSIP solicitation, including:

- Cover page – Updated cover
- Page 2 – Need to finalize the amount of funding for the 2024 Metro solicitation for 2028 and 2029. Also need to determine if there will be additional funds available in FY 2026 and 2027.
- Page 3 – Updated the 5-year period of available data, crash statistics, and a statement on signal operations related to safety.
- Page 4 – Added two example project types for the proactive project funding category.
- Page 5 – Included a new note requiring a B/C ratio of 1.0 or greater for the reactive project funding category.
- Page 6 – Updated the 10-year time frame for correctable fatal and serious injury crashes.
- Page 8 – Added a requirement to explain why the project was selected and prioritized that is evidence based.
- Page 9 – Added requirement for an ADA transition plan for public agencies that employ 50 or more people. (This is consistent with the Regional Solicitation qualifying criteria.)
- Page 10 – Provided a deadline of December 15, 2023, for crash data requests to MnDOT.

- Page 11 – The application now requires electronic submission and “recognize text” selected in the PDF.
- Appendix C – Added a discussion on traffic signal retiming.

### Relationship to Regional Policy

TAB develops and issues a Highway Safety Improvement Program (HSIP) solicitation for federal funding.

### Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	<i>April 20, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



# HSIP

## *Highway Safety Improvement Program*

For State Fiscal Years **2028 and 2029**

### Metro District Program Criteria

Minnesota Department of Transportation  
Metro District Traffic Engineering  
**October 2023**

# Table of Contents

Introduction .....	1-2
Qualifying Criteria .....	3-5
Prioritization Criteria.....	6-7
Required Material and Special Instructions .....	8-11
Crash Reduction Factors .....	12-13
Multiple Safety Improvement Crash Reduction Formula	
Use of Fatal Crashes.....	14

## **Appendix:**

- A - MnDOT Metro District Traffic Engineering Program Support Contacts
- B - HSIP Metro District Process Timeline
- C - Traffic Signals
- D - Guidelines for HSIP-funded narrow shoulder paving in conjunction with resurfacing projects
- E - Sample HSIP Benefit / Cost Worksheet
- F - Recommended Service Life Criteria
- G - Metropolitan Council CMF Guide
- HSIP Application (Form 1)
- Project Information Sheet (Form 2)

# Introduction

This document explains the requirements and gives guidance for the Highway Safety Improvement Program (HSIP) to applicants desiring to obtain federal funds under the Federal FAST Act legislation. In FAST Act, the purpose of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Projects submitted should have the greatest potential of achieving this objective. See Appendix B for a timeline flowchart of the HSIP solicitation, application, and evaluation process.

## General Policies:

1. HSIP funds are available to MnDOT; the counties of Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, and Washington; and the State Aid eligible cities and towns within those counties. Applicants that are not State Aid cities or counties in the eight-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.
2. The maximum HSIP federal award is \$2,000,000 per project. A minimum local match of 10% of the total project cost is required. The match must be in “hard dollars.” Soft matches (i.e., volunteer labor, donated materials, professional services) cannot be included in the match.
3. HSIP funding cannot be used as a “payback” source of funding, whereby local agencies construct a project and anticipate future reimbursement monies from HSIP funds.
4. This solicitation is for both “Proactive” and “Reactive” projects. Distribution of funds between these two project types will depend on a number of factors including the dollar amount and number of projects submitted in each category, types of projects submitted and geographic balance of projects throughout the Metro District.
5. Funding is for roadway construction and reconstruction projects designed to decrease the frequency and/or severity of crashes. These crashes can involve pedestrians, bicycles, and other non-motorized vehicles. The project must be a permanent improvement. Right-of-way, design, and construction engineering costs are not fundable and shall not be included in the project cost. Please refer to <https://safety.fhwa.dot.gov/hsip/>
6. The amount of federal funds awarded is based upon the original submission. Any increase in scope or costs will be the responsibility of the applicant.
7. Projects awarded funding through the regional HSIP solicitation are subject to the Region’s “Program Year Policy” and “Scope Change Policy” available at <https://metro council.org/Transportation/Planning-2/Transportation-Planning-Process.aspx?source=child>

8. Applicants 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 federally funded programs.
9. The amount of funding available for this 2024 Metro District solicitation for State Fiscal Years 2028 and 2029 is approximately **\$XX million** for the two-year period. Additional funding may be available in State Fiscal Year 2026, or 2027.

# Qualifying Criteria

The objective of the Highway Safety Improvement Program (HSIP) is to identify, evaluate, and implement cost effective construction safety projects with a primary goal of **reducing and preventing fatal and serious injury crashes on all public roads.**

Priority will be given to smaller stand-alone, low-cost/high-benefit projects. Applicants should submit focused safety projects and not asset replacement projects unless the replacement project by itself increases safety. See Appendix C for additional traffic signal requirements. Safety features, such as guardrails, that are routinely provided as part of a broader project should be funded from the same source as the broader project. In some instances, narrow shoulder paving in conjunction with resurfacing projects may be allowed. See Appendix D for this exception.

## **FOR PROACTIVE PROJECTS:**

For MnDOT Metro District and the Metro counties, their road safety plans should be the starting point for selecting projects for this solicitation. For state and county roads, projects that originate from a road safety plan will be given priority. For local streets, a city may propose strategies similar to their county's safety plan, if applicable.

The following crash data is provided to assist cities in focusing on the types of projects to submit. On city roads in the Metro District over the latest 5-year period available (**2018-2022, preliminary**) there have been **1,444** fatal and serious injury crashes:

- **971 (67%) involved an intersection**
- **345 (24%) involved a pedestrian**
- **131 (9%) involved a bicyclist**
- **402 (28%) involved lane departure**

**The majority of** fatal and serious injury crashes fall into the four categories listed above, so the focus should be on low-cost solutions that are geared toward impacting these types of crashes.

Projects should propose safety improvements that directly address the types of crashes experienced within the project area.

Priority will be given to applications that are making cost effective impacts throughout a network (at multiple locations) or via a corridor-based approach.

Signalized intersections in urban areas tend to involve more risk than other types of intersections. A focus on signalized intersections, such as countdown timers, enforcement lights, curb extensions, etc. would have an impact on these target crashes. **Other types of upgrades such as Flashing Yellow Arrow (FYA), etc. that are mainly capacity focused are much less likely to address target crashes.**

The following is a list of example projects that would be considered for proactive funding with this program:

### J-Turns

- Rumble strips
- Rumble stripEs
- Wider striping (6")
- Embedded wet reflective striping
- Delineation for sharp curves (chevrons)
- Cable median barrier
- Crosswalk enhancements (ex. RRFB's)
- Intersection lighting
- Corridor lighting
- Curb extensions (bump-outs)
- Sight distance improvements
- Remove hazards in clear zones
- Pedestrian countdown timers
- Construct ped refuge islands and raised medians
- Enforcement lights on signals
- Turn lanes
- New guardrail (not replacement)
- Frontage roads (with access removals)
- Sidewalks or trails
- Narrow shoulder paving (see Appendix D)
- Signal interconnect (fiber)
- Pavement messages
- Roundabouts
- Stop bars
- Safety edge
- Friction treatments
- Road diets



## **FOR REACTIVE PROJECTS:**

For this solicitation, proposed projects qualify for the HSIP program by having a benefit/cost (B/C) ratio of 1.0 or greater\*. (Note: The B/C ratio shall exclude right-of-way costs. The cost used should be the total project cost, not the amount of requested HSIP dollars.)

Note: a B/C ratio of 1.0 is required to submit a reactive project. Depending on funding available and the number/type of projects submitted, and scores for other categories, a B/C significantly above 1.0 may be needed to compete in the reactive category.

\*Only crashes contained within the Minnesota Department of Public Safety's database can be used to determine the B/C for project submittals. If the agency submitting an application has access to MnCMAT, crash data from that system can be used as part of submittal. MnCMAT data will be reviewed by the HSIP committee 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.

See Appendix A for MnDOT crash data contacts.

# Prioritization Criteria

The HSIP project evaluation committee will determine if the submitted projects have met the intent of the qualifying criteria and HSIP. This will take into account information regarding how a project was prioritized, including details on how the potential project will improve safety.

Pedestrian and bicycle crashes are a focus area in the Minnesota Strategic Highway Safety Plan. Additional consideration will be given to projects which address pedestrian and bicycle safety. To account for the greater proportion of severe injuries of bike and pedestrian crashes, each bike and pedestrian crash should be entered as two crashes on the B/C worksheet.

## **FOR PROACTIVE PROJECTS:**

For Proactive projects, priority will be given to projects identified in road safety plans and projects that have the highest possibility of reducing the chance of fatal and serious injury crashes. The following criteria will be used in ranking proactive projects:

- Cost per user exposure
- Connection to the 2020-2024 Minnesota Strategic Highway Safety Plan (SHSP). This Plan can be found at the following link:  
<http://www.dot.state.mn.us/trafficeng/safety/shsp/mn-shsp-2020-24.pdf>
- Correctable fatal and serious injury crashes (10 years, 2013 - 2022)
- Crash reduction factor for the specific strategy
- Part of a plan (safety plan or road safety audit recommendations) – include a link to or an excerpt from the existing plan
- Pedestrian and bicycle safety elements

## **FOR REACTIVE PROJECTS:**

The reactive projects will be prioritized by:

- Highest B/C ratio, based on crash data from 2020-2022.
- The scoring committee will review the projects to determine how well they meet the qualifying criteria and intent of the HSIP program, to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. In addition to crash history, the existence of risk factors and experience with crash types that are risk factors for more severe crashes are relevant here.
- Correctable fatal and serious injury crashes (10 years, 2013 - 2022)

- Pedestrian and bicycle safety elements

**EVALUATION PROCESS:**

Project proposals will be reviewed by MnDOT’s Metro District Traffic Engineering unit initially to determine if they meet the qualifying criteria. The HSIP committee will finalize a prioritized list of projects to be funded.

The HSIP committee will consist of:

- MnDOT Metro District Traffic Engineer - Program Support
- MnDOT Metro Traffic Safety Specialist
- MnDOT State Traffic Safety Engineer
- Two County/City Engineers
- Metropolitan Council Regional Highway Planner

# Required Material and Special Instructions

Following is a list of materials **required** to be submitted per project. Failure to provide this information may exclude the submission from consideration:

- HSIP Application (Form 1) (See Appendix for Form 1)
- Project Information Sheet (Form 2) (See Appendix for Form 2)
- Location map
- A paragraph explaining the methods the applicant used to choose the project and how it was selected over other potential projects within the applicant's city or county. The description should focus on any safety analysis or ranking involved in the selection process and explain the methodology used. To meet the intent of HSIP, we want to ensure agencies are selecting projects with the greatest safety benefits rather than responding to public or political pressure.
- A photograph showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant is agreeing to allow the Metropolitan Council to use this photograph.
- Project plan or preliminary layout/scope of work proposed.
- Provide the AADT or an average AADT for the project area. If an intersection project, provide the AADT for the minor road too. 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).
- For intersection projects, provide collision diagrams. MnDOT will not provide collision diagrams.
- Include crash listings (2013-2022) obtained from MnDOT or MnCMAT.
- As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used Crash Modification Factors CMFs) was created. Applicants have the option to use these CMFs (included in Appendix G) or find a more appropriate one on FHWA's Clearinghouse.
- For applications where a CMF is not chosen from the list, the applicant will provide a reasonable Crash Reduction Factor (CRF) from the FHWA's CMF Clearinghouse (MUST include a printout of the CRF reference page) <http://www.cmfclearinghouse.org/>

**The applicant is required to write a brief logical explanation on why they chose a particular CRF.**

- The applicant must include a letter of support from the agency that owns/operates the facility (if different from the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
- The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.
- Projects on MSAS and CSAH roadways must meet State Aid standards.
- The project must comply with the Americans with Disabilities Act (ADA).
- In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current 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 HSIP Solicitation application deadline. For future funding cycles, this requirement may include that the plan has undergone a recent update (e.g., within five years prior to application). Please document which of these apply:
  - 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: \_\_\_\_\_

**FOR PROACTIVE PROJECTS:**

- Provide total miles of strategy deployment.
- Number of fatal and serious injuries in the past 10 years (2013-2022) that have occurred where the applicant proposes to implement an HSIP project. If the agency submitting the application has access to MnCMAT, crash data from that system can be used as part of submittal. MnCMAT data will be reviewed by the HSIP committee 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. (See Appendix A for contact information). Crash data should include all crash types and



severities, including pedestrian and bicycle crashes. Projects may be eligible for HSIP even if no fatal or severe injuries have occurred in your implementation area.

- Collision diagrams may be submitted but are not required.
- If on a trunk highway, provide an approved Intersection Control Evaluation (ICE) report for proposed intersection traffic control changes.
- MnDOT and counties, please attach copy of the appropriate page(s) from your highway safety plan for projects submitted that are referenced in your plan.
- Discuss how the project will improve safety for pedestrians and bicyclists. Safety countermeasures for pedestrians and bicyclists can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian and bicycle safety best practices is also available in MnDOT's Best Practices for Pedestrian/Bicycle Safety.

#### **FOR REACTIVE PROJECTS:**

- The crash data shall include crashes from calendar years **2020-2022**. Only crashes contained within the Minnesota Department of Public Safety's database can be included. This is to ensure that all project proposals can be compared equally. If the agency submitting application has access to MnCMAT, crash data from that system can be used as part of submittal. MnCMAT data will be reviewed by the HSIP committee 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. (See Appendix A for contact information). Crash data should include all crash types and severities, including pedestrian and bicycle crashes.
- If an individual crash is not in the DPS crash database, it cannot be included in the analysis or the submittal, unless the agency provides acceptable proof of the existence of the crash. Acceptable proof is a copy of the police or citizen accident report. If a crash report was not written, the crash may not be included. If the crash had no injuries and the minimum dollar amount was not met ("N" in the "\$min" box on a police report), the crash cannot be included.

***Crash data requests to MnDOT should be made as soon as possible, but before **December 15, 2023**. Requests made after **December 15<sup>th</sup>** may be significantly delayed due to limited resources. MnDOT will not provide collision diagrams.***

- Number of fatal and serious injuries in the past 10 years (**2013-2022**) that have occurred where the applicant proposes to implement a HSIP project. See explanation above for

acceptable methods and sources of crash data. Projects may be eligible for HSIP even if no fatal or serious injuries have occurred in your implementation area.

- HSIP B/C Worksheet – A sample HSIP B/C worksheet is included in Appendix E. Refer to Appendix F for recommended service life criteria. You can find an Excel version of a [HSIP Benefit Cost Worksheet](#) on this web page under Reference Material.
- If on a trunk highway, provide signed Intersection Control Evaluation (ICE) report for proposed intersection traffic control changes.
- Description of how the project meets the intent of the HSIP program (i.e., reduce fatal and serious injury crashes within the proposed project area).
- Proposed roundabouts must address mini-roundabouts as an option.
- Discuss how the project will improve safety for pedestrians and bicyclists. Safety countermeasures for pedestrians and bicyclists can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian and bicycle safety best practices is also available in MnDOT’s Best Practices for Pedestrian/Bicycle Safety.

### **SUBMISSION OF APPLICATION:**

Applicants will send applications electronically. There will be no paper copies needed. Within two business days, applicants should receive notice that their application was received. If no response is received, the applicant should reach out to contacts in Appendix A to verify the application was received.

Documents should have “recognize text” enabled when converting to PDF. This helps the review process by enabling the use of the search function.

Electronic submittal to: [Lars.Impola@state.mn.us](mailto:Lars.Impola@state.mn.us)

# Crash Reduction Factors

A Crash Reduction Factor (CRF) is the percentage crash reduction that may be expected after implementing a given countermeasure. A CRF should be regarded as a generic estimate of the effectiveness of a countermeasure. The estimate is a useful guide, but it remains necessary to apply engineering judgment and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions, which will affect the safety impact of a countermeasure.

The proposal should reference the FHWA Crash Modification Factors (CMF) identified in the Regional Solicitation Before & After Study, Phase 2 (2021) list of commonly used crash modification factors (included in Appendix G) or find a more appropriate one on FHWA's Clearinghouse. The Clearinghouse can be found at the following website <http://www.cmfclearinghouse.org/>.

**For all applications, the applicant is required to write a brief, logical explanation on why they chose a particular CRF.**

In lieu of relying on crash reduction tables, proposals may contain an estimate of crash reductions based upon logical assumptions. The proposal will have to thoroughly demonstrate in a logical fashion how each improvement will impact each type of crash. The HSIP Committee will review the documentation for accuracy and concurrence with logic.

Some examples of acceptable estimates are listed below:

**Example 1:** A project is proposing closure of a median at an intersection. Logically, all left turning and cross street right angle crashes will be eliminated. (100% reduction in these type of crashes).

**Example 2:** A project is proposing a traffic signal revision including creating a protected left turning phase for the minor leg of the intersection. This project should reduce the amount of minor leg left turn crashes significantly (90% reduction). Additionally, any significant improvement in capacity would reduce rear end collisions slightly (10% reduction for minor capacity improvements, 20% for significant improvements).

**Example 3:** A project is proposing a traffic signal revision including adding left and right turn lanes. Adding turn lanes should reduce rear end collisions and some turning collisions depending on proposed versus existing phasing. (20% reduction in impacted rear end collisions is reasonable).

The project initiator may contact a member of the MnDOT review team (see Appendix A) to discuss crash reduction assumptions for each improvement project prior to submittal.

If only one improvement is included in the proposed project, the crash reduction factors from the FHWA CMF Clearinghouse, or a percentage reduction based on an estimated procedure described above can be entered directly into the benefit/cost (B/C) worksheet. If two improvements are included in the proposed project, the overall crash reduction factor should be determined using the “multiple safety improvement crash reduction formula” described below.

**Multiple Safety Improvement Crash Reduction Formula:**

- **Multiple**  $CRF = 1 - [(1 - CRF1) \times (1 - CRF2)]$

CRF is the overall crash reduction factor expressed as a decimal (to two significant digits) to be used on the B/C worksheet.

CRF1 is the crash reduction factor for the first improvement expressed as a decimal.

CRF2 is the crash reduction factor for the second improvement expressed as a decimal.

- **Each crash may only be used on one B/C worksheet.**
- **Use the total cost of the project in the denominator on the B/C worksheet(s).**
- **All individual B/C worksheets must be submitted, and the application must include an overall B/C calculation.**
- **If using multiple CRF's providing your calculation is required.**
- **No more than two CRF's per crash type and location will be allowed.**

# Use of Fatal Crashes

Type of Crash	Crash Severity	Cost per Crash
Fatal (F)	1 Fatal Crash	\$13,300,000
Personal Injury (PI)	2 Serious Injury	\$750,000
Personal Injury (PI)	3 Minor Injury	\$230,000
Personal Injury (PI)	4 Possible Injury	\$120,000
Property Damage (PD)	5 Property Damage Only	\$13,000

Since fatal crashes are often randomly located, there is considerable debate as to whether they should be treated as personal injury crashes or as fatalities. Furthermore, the value assigned is subject to many considerations. With the above in mind, the following criteria shall be used when computing expected crash reduction benefits:

1. The cost assigned to a fatal crash may be used if there are two or more correctable fatal crashes being addressed by the same proposed improvement, within the three-year period.

or

2. The cost for a fatal crash may be used when there is at least one correctable fatal crash **and** two or more correctable serious injury crashes being addressed by the same proposed improvement, within the three-year period.

If the above criteria are not satisfied, a correctable fatal crash shall be treated as two serious injury type crashes when computing the benefit-cost ratio. To do this, enter the correctable fatal crash as two serious injury crashes on the HSIP B/C worksheet.

For example, if there is a project with two fatal crashes within the project limits, both being at an intersection that is being modified by a roundabout project that would address both crashes, it would be acceptable to count two fatal crashes at the fatal crash cost.

Alternatively, if one of two fatal crashes within the project limits was a right-angle crash that occurred at an intersection being modified by a roundabout project, and the other fatal crash was a run-off-road hitting a tree within the rumble strip installation portion of the same project, the use of a fatal crash cost in the B/C worksheet would not be allowed – in this case each fatal would be entered as two serious injury crashes.

If there are questions about using the full fatal value or the 2 x serious injury crash value, please contact Kaare Festvog or Lars Impola to discuss the issue.



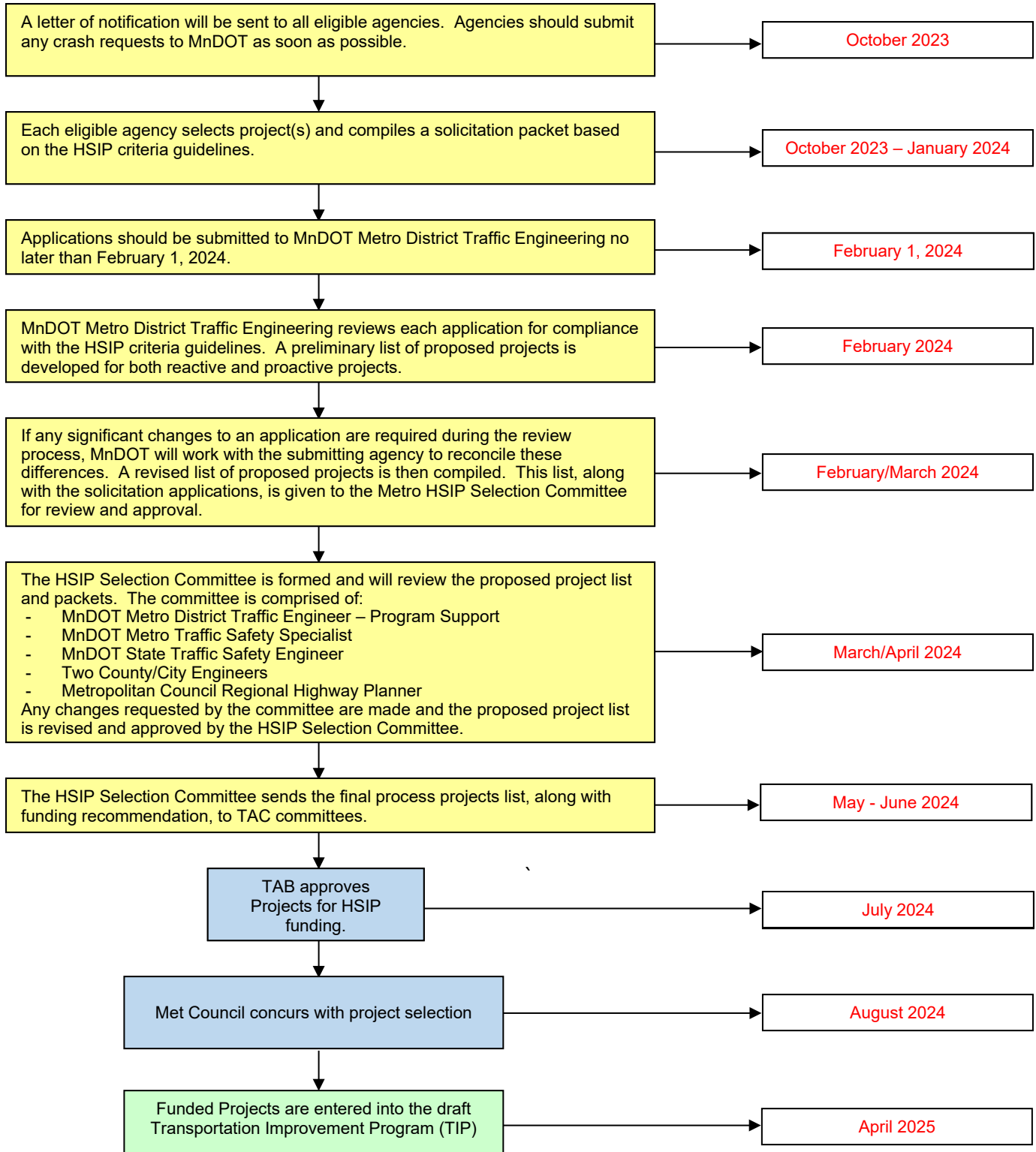
# Appendix A

## MnDOT Metro District Traffic Engineering Program Support Contacts

<b>Information</b>	<b>Contact</b>	<b>E-Mail</b>	<b>Phone Number</b>
Proposal Content	Kaare Festvog	<a href="mailto:kaare.festvog@state.mn.us">kaare.festvog@state.mn.us</a>	651/234-7814
Proposal Content	Lars Impola	<a href="mailto:lars.impola@state.mn.us">lars.impola@state.mn.us</a>	651/440-4117
Crash Information	Cherzon Riley	<a href="mailto:cherzon.riley@state.mn.us">cherzon.riley@state.mn.us</a>	612/322-1080

# Appendix B

## Highway Safety Improvement Program (HSIP) Metro District Process Timeline (2024)



# Appendix C

## Traffic Signals:

In most cases, traffic signals are not safety control devices. They assign right of way for vehicles and are necessary for operational purposes. However, in some cases they can improve safety. The objective for the Highway Safety Improvement Program is “to significantly reduce fatalities and serious injuries resulting from crashes on all public roads” (23 CRF 924.5). Signal projects will be considered for funding provided they meet the following criteria.

### 1. New Signals:

- Warrant 7, Crash Experience from the Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) must be met. FHWA’s Interim Approval for Optional Use of an Alternative Signal Warrant 7 – Crash Experience (IA-19) should be followed. Exceptions to meeting this warrant may be made if an adequate case is made on how the new signal will “reduce the number of, or potential for, fatalities and serious injuries” as required by FAST Act.
- All new signals on a trunk highway shall meet current MnDOT design standards. If exceptions to incorporating these standards are necessary due to site-specific conditions, explanation should be included with the application.
- Installation of red light running (enforcement) lights is strongly encouraged. Installation costs are low when installed with new signals and they provide the benefit of red light running enforcement to be accomplished by one law enforcement officer, instead of two.
- Documentation should be provided confirming that other intersection types were considered, but are not feasible. Those considered should include intersection types that reduce the probability of severe right-angle crashes. Roundabouts, J-Turns, and some alternative intersection types fall into this category.

### 2. Existing Signals:

- Rebuilding an existing signal system may be eligible for HSIP funding if it is necessary for implementation of a geometric improvement where the signal system cost is incidental to the primary geometric safety improvement on the project.
- Rebuilding an existing signal system without geometric improvements may be eligible for HSIP funding if additional safety devices are included, such as: adding mast arms, adding signal heads, interconnect with other signals, etc.

### 3. Retiming of Signal Systems:

- The development and implementation of new signal timing plans for a series of signals, a corridor, or the entire system are not eligible for HSIP funds **if the work is done with internal personnel. If an agency wishes to submit a timing project, the application must**

show how the timing will specifically improve roadway safety. Capacity specific improvements are not HSIP eligible. However, it may be eligible if retiming is required after construction of a project including signals.

# Appendix D

## **Guidelines for HSIP-funded narrow shoulder paving in conjunction with resurfacing projects:**

If narrow shoulder paving projects are funded through HSIP, it makes sense under certain circumstances to do the work in conjunction with a resurfacing project, rather than as a separate, stand-alone project. Work involving the paving of existing aggregate or turf shoulders with 1 to 2 feet of pavement may be allowed within the following guidelines:

- Narrow shoulder paving can be done in conjunction with resurfacing if the project is along one of the segments specifically identified in the County Road Safety Plan for this type of work.
- The project can be at a different location than those identified in the CRSP if it is along a higher-risk segment, as identified in the CRSP. The CRSP assigns a risk rating to highway segments based on the following criteria: traffic volume, rate and density of road departure crashes, curve density and edge assessment. The risk rating ranges from 0 (lower risk) to 5 (higher risk). **If the proposed project is along a highway segment with a rating of 4 or 5, then it can be done in conjunction with a resurfacing project.** This process ensures that narrow shoulder paving is being done at locations of higher risk rather than being driven by the schedule of pavement rehabilitation projects.
- The shoulder paving must include a safety edge and either shoulder or edgeline rumble or mumble strips.
- If a project is required to construct more than 2-foot shoulders per State Aid standards, or if the applicant plans for more than 2-foot shoulders, HSIP funding cannot be used for any additional width beyond 2 feet (local funds may be used for the additional width).
- The applicant should use regular construction dollars to upgrade guardrail and other safety hardware as part of the resurfacing project.

# Appendix E

Updated 01/14/2022

Traffic Safety Benefit-Cost Calculation  
Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description		
Route _____	District _____	County _____
Begin RP _____	End RP _____	Miles _____
Location _____		

B. Project Description	
Proposed Work _____	
Project Cost* _____	Installation Year _____
Project Service Life _____	Traffic Growth Factor _____
* exclude Right of Way from Project Cost	

C. Crash Modification Factor	
_____ Fatal (K) Crashes	Reference _____
_____ Serious Injury (A) Crashes	
_____ Moderate Injury (B) Crashes	Crash Type _____
_____ Possible Injury (C) Crashes	
_____ Property Damage Only Crashes	<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

D. Crash Modification Factor (optional second CMF)	
_____ Fatal (K) Crashes	Reference _____
_____ Serious Injury (A) Crashes	
_____ Moderate Injury (B) Crashes	Crash Type _____
_____ Possible Injury (C) Crashes	
_____ Property Damage Only Crashes	<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

E. Crash Data		
Begin Date _____	End Date _____	o years
Data Source _____		
Crash Severity	< enter target crashes >	< optional 2nd CMF >
K crashes		
A crashes		
B crashes		
C crashes		
PDO crashes		

F. Benefit-Cost Calculation	
_____ \$o	Benefit (present value)
_____ \$o	Cost
<b>B/C Ratio = N/A</b>	
<i>Proposed project expected to reduce o crashes annually, o of which involving fatality or serious injury.</i>	



### F. Analysis Assumptions

Crash Severity	Crash Cost	
K crashes	\$1,500,000	Link: <a href="http://mndot.gov/planning/program/appendix_a.html">mndot.gov/planning/program/appendix_a.html</a>
A crashes	\$750,000	
B crashes	\$230,000	
C crashes	\$120,000	
PDO crashes	\$13,000	

Real Discount Rate:	0.7%	Default
Traffic Growth Rate:	0.0%	Default
Project Service Life:	10 years	Default

### G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.00	0.00	\$0
C crashes	0.00	0.00	\$0
PDO crashes	0.00	0.00	\$0
			\$0

### H. Amortized Benefit

Year	Crash Benefits	Present Value	
0	\$0	\$0	Total = \$0
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
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0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	

NOTE:  
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

# Appendix F

## Recommended Service Life Criteria

<u>Description</u>	<u>Service Life (years)</u>	<u>Description</u>	<u>Service Life (years)</u>
<b><u>Intersection &amp; Traffic Control</u></b>		<b><u>Roadway &amp; Roadside</u></b>	
Construct Turning Lanes	20	Widen Traveled Way (no lanes added)	20
Provide Traffic Channelization	20	Add Lane(s) to Traveled Way	20
Improve Sight Distance	20	Construct Median for Traffic Separation	20
Install Traffic Signs	10	Widen or Improve Shoulder	20
Install Pavement Markings	2	Realign Roadway (except at railroads)	20
Install Delineators	10	Overlay for Skid Treatment	10
Install Illumination	20	Groove Pavement for Skid Treatment	10
Upgrade Traffic Signals	20	Install Breakaway Sign Supports	10
Install New Traffic Signals	20	Install Breakaway Utility Poles	10
Retime Coordinated System	5	Relocate Utility Poles	20
Construct Roundabout	20	Install Guardrail End Treatment	10
		Upgrade Guardrail	10
		Upgrade or Install Concrete Median Barrier	20
<b><u>Pedestrian &amp; Bicycle Safety</u></b>		Upgrade or Install Cable Median Barrier	10
Construct Sidewalk	20	Install Impact Attenuators	10
Construct Pedestrian & Bicycle		Flatten or Re-grade Side Slopes	20
Overpass/Underpass	30	Install Bridge Approach Guardrail	
Install Fencing & Pedestrian Barrier	10	Transition	10
Construct Bikeway	20	Remove Obstacles	20
Curb extensions and medians	20	Install Edge Treatments	7
		Install Centerline Rumble Strips	7
<b><u>Structures</u></b>			
Widen or Modify Bridge for Safety	20		
Replace Bridge for Safety	30		
Construct New Bridge for Safety	30		
Replace/Improve Minor Structure for Safety	20		
Upgrade Bridge Rail	20		

Source: Federal Highway Administration (FHWA)

# Appendix G

## Metropolitan Council CMF List

CMF Guide (All-severity and Property Damage Only Crashes):

Project Type	Address (or Site)	Area Type	CMF	Value	Adjusted Breakdown*	Per Mile	Per Year	Per Hour	Per Day	Cash Type	Crash Severity
Major Corridors (Major Corridor 100) (Major Corridor 200) (Major Corridor 300) (Major Corridor 400) (Major Corridor 500) (Major Corridor 600) (Major Corridor 700) (Major Corridor 800) (Major Corridor 900) (Major Corridor 1000)	1000 - 1000	Major Corridor 100	1.00	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000
	2000 - 2000	Major Corridor 200	2.00	2000000	2000000	2000000	2000000	2000000	2000000	2000000	2000
	3000 - 3000	Major Corridor 300	3.00	3000000	3000000	3000000	3000000	3000000	3000000	3000000	3000
	4000 - 4000	Major Corridor 400	4.00	4000000	4000000	4000000	4000000	4000000	4000000	4000000	4000
	5000 - 5000	Major Corridor 500	5.00	5000000	5000000	5000000	5000000	5000000	5000000	5000000	5000
	6000 - 6000	Major Corridor 600	6.00	6000000	6000000	6000000	6000000	6000000	6000000	6000000	6000
	7000 - 7000	Major Corridor 700	7.00	7000000	7000000	7000000	7000000	7000000	7000000	7000000	7000
	8000 - 8000	Major Corridor 800	8.00	8000000	8000000	8000000	8000000	8000000	8000000	8000000	8000
	9000 - 9000	Major Corridor 900	9.00	9000000	9000000	9000000	9000000	9000000	9000000	9000000	9000
	10000 - 10000	Major Corridor 1000	10.00	10000000	10000000	10000000	10000000	10000000	10000000	10000000	10000
Other Corridors (Other Corridor 100) (Other Corridor 200) (Other Corridor 300) (Other Corridor 400) (Other Corridor 500) (Other Corridor 600) (Other Corridor 700) (Other Corridor 800) (Other Corridor 900) (Other Corridor 1000)	1000 - 1000	Other Corridor 100	1.00	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000
	2000 - 2000	Other Corridor 200	2.00	2000000	2000000	2000000	2000000	2000000	2000000	2000000	2000
	3000 - 3000	Other Corridor 300	3.00	3000000	3000000	3000000	3000000	3000000	3000000	3000000	3000
	4000 - 4000	Other Corridor 400	4.00	4000000	4000000	4000000	4000000	4000000	4000000	4000000	4000
	5000 - 5000	Other Corridor 500	5.00	5000000	5000000	5000000	5000000	5000000	5000000	5000000	5000
	6000 - 6000	Other Corridor 600	6.00	6000000	6000000	6000000	6000000	6000000	6000000	6000000	6000
	7000 - 7000	Other Corridor 700	7.00	7000000	7000000	7000000	7000000	7000000	7000000	7000000	7000
	8000 - 8000	Other Corridor 800	8.00	8000000	8000000	8000000	8000000	8000000	8000000	8000000	8000
	9000 - 9000	Other Corridor 900	9.00	9000000	9000000	9000000	9000000	9000000	9000000	9000000	9000
	10000 - 10000	Other Corridor 1000	10.00	10000000	10000000	10000000	10000000	10000000	10000000	10000000	10000
Other Roadway (Other Roadway 100) (Other Roadway 200) (Other Roadway 300) (Other Roadway 400) (Other Roadway 500) (Other Roadway 600) (Other Roadway 700) (Other Roadway 800) (Other Roadway 900) (Other Roadway 1000)	1000 - 1000	Other Roadway 100	1.00	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000
	2000 - 2000	Other Roadway 200	2.00	2000000	2000000	2000000	2000000	2000000	2000000	2000000	2000
	3000 - 3000	Other Roadway 300	3.00	3000000	3000000	3000000	3000000	3000000	3000000	3000000	3000
	4000 - 4000	Other Roadway 400	4.00	4000000	4000000	4000000	4000000	4000000	4000000	4000000	4000
	5000 - 5000	Other Roadway 500	5.00	5000000	5000000	5000000	5000000	5000000	5000000	5000000	5000
	6000 - 6000	Other Roadway 600	6.00	6000000	6000000	6000000	6000000	6000000	6000000	6000000	6000
	7000 - 7000	Other Roadway 700	7.00	7000000	7000000	7000000	7000000	7000000	7000000	7000000	7000
	8000 - 8000	Other Roadway 800	8.00	8000000	8000000	8000000	8000000	8000000	8000000	8000000	8000
	9000 - 9000	Other Roadway 900	9.00	9000000	9000000	9000000	9000000	9000000	9000000	9000000	9000
	10000 - 10000	Other Roadway 1000	10.00	10000000	10000000	10000000	10000000	10000000	10000000	10000000	10000

\*Mileage is based on the length of the project.  
 \*\*Mileage is based on the length of the project.  
 \*\*\*Mileage is based on the length of the project.

## Federal HSIP Funding Application (Form 1)

**INSTRUCTIONS:** Complete and return completed application to Lars Impola, MnDOT, Metro District, 1500 West County Road B2, Roseville, Minnesota 55113. (651) 440-4117.  
**Applications must be received by 4:30 pm on February 1, 2024.**  
**\*Be sure to complete and attach the Project Information form. (Form 2)**

### I. GENERAL INFORMATION

1. APPLICANT:

2. JURISDICTIONAL AGENCY (IF DIFFERENT):

3. MAILING ADDRESS:

CITY:

STATE:

ZIP CODE:

4. COUNTY:

5. CONTACT PERSON:

TITLE:

PHONE NO.  
(     )

CONTACT E-MAIL ADDRESS:

### II. PROJECT INFORMATION

6. PROJECT NAME:

7. BRIEF PROJECT DESCRIPTION - Include location, road name, type of improvement, etc. (A complete description can be submitted separately):

8. HSIP PROJECT CATEGORY – Check which project grouping in which you wish your project to be scored.

Proactive

Reactive

### III. PROJECT FUNDING

9. Are you applying, or have you applied for funds from other source(s) to fund this project? Yes  No   
 If yes, please identify the source(s):

10. FEDERAL AMOUNT\*: \$

13. MATCH % OF PROJECT TOTAL:

11. MATCH AMOUNT: \$

14. SOURCE OF MATCH FUNDS:

12. PROJECT TOTAL: \$

15. REQUESTED PROGRAM YEAR(S): **SEE NOTE BELOW\*\***

2028     2029     Either year

16. SIGNATURE:

17. TITLE:

**\*Would you accept a federal award that covers 80% of the total project cost if non-HSIP federal funds were awarded? Yes  No**

**\*\*NOTE: If funding becomes available in 2025, 2026, or 2027 could this project be advanced to meet this schedule? Yes  No  Which years would work?  2026  2027**

## PROJECT INFORMATION (Form 2)

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

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

County, City, or Lead Agency \_\_\_\_\_

Functional Class of road \_\_\_\_\_

Road System \_\_\_\_\_ (TH, CSAH, MSAS, County Road, Township Road, City Street)

Name of road \_\_\_\_\_ (Example: 1<sup>st</sup> Street, Main Avenue)

Zip code where the majority of work is being done \_\_\_\_\_

Approximate begin construction date (MO/YR) \_\_\_\_\_

Approximate end construction date (MO/YR) \_\_\_\_\_

Location: From: \_\_\_\_\_

To: \_\_\_\_\_

(Do not include legal description.)

TYPE OF WORK \_\_\_\_\_

---

(Examples: Grade, Agg Base, Bit Base, Bit Surf, Sidewalk, Curb and Gutter, Storm Sewer, Signals, Lighting, Guardrail, Bike Path, Ped Ramps, Bridge, Park and Ride, etc.)

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** April 20, 2023

**Date:** April 13, 2023

## Action Transmittal: 2023-22

2024 Regional Solicitation: Weighting of Criteria and Measures

**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)

Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

### Requested Action

Approve the weighting of criteria and measures for the 2024 Regional Solicitation as attached.

### Recommended Motion

That the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approval of the weighting of the criteria and measures for the 2024 Regional Solicitation.

### Background and Purpose

Each criterion contains measures, the scores for which are determined by TAB following TAC recommendation. The specific draft criteria weighting and roadway, transit, travel demand management, and bicycle and pedestrian scoring measures are attached to this document. For 2024, technical and policy committee members requested additional emphasis be placed on safety.

### Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

### Staff Analysis

Council staff evaluated the impact of adding 100 and 300 points to the safety-related criteria across all application categories. The 100-point option results in adding 6%-8% to the safety-related criteria and the 300-point option results in adding 15%-20% to the safety-related criteria. It should be noted that some application categories do not have a direct safety criterion. In these cases, 100 and 300 points have been added to criteria that represent safety. For example, in the Transit Expansion application category, points have been added to the Multimodal criterion as this represents investment in facilities that increase the safety of pedestrians and bicyclists accessing transit.



The bullets below describe how the safety criteria point increases would be distributed across specific scoring measure(s) within each application category.

- Traffic Management Technologies category: Points added 50% to Crashes Reduced measure and 50% to Safety Issues in Project Area measure.
- Roadway Spot Mobility and Safety, Strategic Capacity, and Reconstruction/Modernization categories: Points added 50% to Crashes Reduced measure and 50% Pedestrian Crash Reduction measure.
- Multiuse Trails and Bicycle Facilities, Pedestrian Facilities and Safe Routes to School categories: Points added 50% to Barriers Overcome measure and 50% to Deficiencies Corrected measure.
- Bridges and Transit Expansion categories: All points added to the Multimodal Elements and Connections measures.
- Transit Modernization category: All points added to the Project Improvements for Transit Users measure.
- Travel Demand Management category: All points added to the Vehicle Miles Traveled (VMT) Reduction measure.

### Committee Comments and Actions

The Transit Planning Technical Work Group would prefer not to add points to any Transit application measure and TAC expressed agreement, along with comfort with having differing point totals across the application categories.

The Bridges and Travel Demand Management (TDM) categories do not have direct safety measures, but TAC members expressed comfort with including the above measures in the increase.

TAC members expressed preference towards using a 100-point increase, as opposed to 300 points. This is because the impact to measure weighting in the 300-point scenario is very large and something that impactful should be a part of the reevaluation process.

In Roadway Spot Mobility and Safety, Strategic Capacity, and Reconstruction/Modernization categories, TAC discussed changing the additional 100-point allocation from 50/50 crash reduction/pedestrian safety to proportionate to current values. This option should be discussed more at TAC Funding and Programming committee.

### Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	<i>April 20, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



**ATTACHMENT 1: DRAFT CRITERIA WEIGHTING - ADDING 100 POINTS**

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	<del>16</del> 15%	10%*	<del>19</del> 18%	<del>10</del> 9%	<del>18</del> 16%	<del>9</del> 8%	<del>9</del> 8%	<del>18</del> 17%	<del>18</del> 17%	<del>14</del> 13%	--
Usage	<del>11</del> 10%	--	<del>16</del> 15%	<del>16</del> 15%	<del>12</del> 11%	<del>32</del> 29%	<del>30</del> 27%	<del>9</del> 8%	<del>18</del> 17%	<del>14</del> 13%	<del>23</del> 21%
Safety	<del>18</del> 25%	<del>30</del> 36%	<del>14</del> 21%	<del>16</del> 23%	--	--	--	--	<del>23</del> 29%	<del>27</del> 33%	<del>23</del> 29%
Congestion /Air Quality	<del>18</del> 17%	<del>25</del> 23%	<del>14</del> 13%	7%*	--	<del>18</del> 17%	<del>5</del> 4%	<del>27</del> 33%	--	--	--
Infrastructure Age	<del>7</del> 6%	--	<del>4</del> 3%	<del>16</del> 15%	<del>36</del> 33%	--	--	--	--	--	--
Equity and Housing Performance	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>18</del> 17%	<del>16</del> 15%	<del>14</del> 13%	<del>11</del> 10%	<del>11</del> 10%	<del>11</del> 10%
Multimodal Facilities	<del>5</del> 4%	<del>9</del> 8%	<del>9</del> 8%	<del>10</del> 9%	<del>9</del> 17%	<del>9</del> 17%	<del>9</del> 8%	--	<del>9</del> 8%	<del>14</del> 13%	--
Risk Assessment	<del>7</del> 6%	<del>7</del> 6%	<del>7</del> 6%	<del>7</del> 6%	<del>7</del> 6%	<del>5</del> 4%	<del>5</del> 4%	<del>5</del> 4%	<del>12</del> 11%	<del>12</del> 11%	<del>12</del> 11%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	<del>23</del> 21%
Transit Improvements	--	--	--	--	--	--	<del>18</del> 25%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	<del>18</del> 17%	--	--	--
Cost Effectiveness	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%	<del>9</del> 8%
<b>Total Points <del>1,190</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>

**\*Some criteria show no change due to rounding to the nearest integer.**

## ATTACHMENT 1A: ROADWAY MEASURES

Criteria and Measures	Traffic Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
<b>Role in the Regional Transportation System and Economy</b>	<b>175</b>	<b>115</b>	<b>210</b>	<b>105</b>	<b>195</b>
Distance to the nearest parallel bridge					100
Congestion, Adjacent Congestion, or PA Intersection Conversion Study Priorities		70	80		
Functional Classification of project	50				
Connection to Total Jobs, Manu/Dist. Jobs, and Post-Secondary Students			50	65	30
Integration within existing traffic management systems	50				
Highway Truck Corridor Tiers	50	45	80	40	65
Coordination with other agencies	25				
<b>Usage</b>	<b>125</b>		<b>175</b>	<b>175</b>	<b>130</b>
Current daily person throughput	85		110	110	100
Forecast 2040 average daily traffic volume	40		65	65	30
<b>Equity and Housing Performance</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Engagements	30	30	30	30	30
Benefits and Impacts to Disadvantaged Populations	40	40	40	40	40
Affordable Housing Access	30	30	30	30	30
<b>Infrastructure Age/Condition</b>	<b>75</b>		<b>40</b>	<b>175</b>	<b>400</b>
Date of construction			40	50	
Upgrades to obsolete equipment	75				
Geometric, structural, or infrastructure deficiencies				125	
Bridge Sufficiency Rating					300
Load-Posting					100
<b>Congestion Reduction/Air Quality</b>	<b>200</b>	<b>275</b>	<b>150</b>	<b>80</b>	
Vehicle delay reduced		200	100	50	
Congested roadway (V/C Ratio)	150				
Kg of emissions reduced		75	50	30	
Emissions and congestion benefits of project	50				
<b>Safety</b>	<del>200</del> <b>300</b>	<del>335</del> <b>435</b>	<del>150</del> <b>250</b>	<del>180</del> <b>280</b>	
Crashes reduced	<del>50</del> <b>100</b>	<del>235</del> <b>285</b>	<del>120</del> <b>170</b>	<del>150</del> <b>200</b>	
Safety issues in project area	<del>150</del> <b>200</b>				
Pedestrian Crash Reduction (Proactive)		<del>100</del> <b>150</b>	<del>30</del> <b>80</b>	<del>30</del> <b>80</b>	
<b>Multimodal Elements and Existing Connections</b>	<b>50</b>	<b>100</b>	<b>100</b>	<b>110</b>	<del>100</del> <b>200</b>
Transit, bicycle, pedestrian, elements and connections	50	100	100	110	<del>100</del> <b>200</b>
<b>Risk Assessment</b>	<b>75</b>	<b>75</b>	<b>75</b>	<b>75</b>	<b>75</b>
Risk Assessment Form	75	75	75	75	75
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Cost effectiveness (total points awarded/total project cost)	100	100	100	100	100
<b>Total</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>

## ATTACHMENT 1B: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
<b>Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>100</b>
Connection to Jobs and Educational Institutions	50	50
Average number of weekday transit trips connected to the project	50	50
<b>Usage</b>	<b>350</b>	<b>325</b>
Existing Riders		325
New Annual Riders	350	
<b>Equity and Housing Performance</b>	<b>200</b>	<b>175</b>
Engagements	60	50
Benefits and Impacts to Disadvantaged Populations	80	75
Affordable Housing Access	60	50
<b>Emissions Reduction</b>	<b>200</b>	<b>50</b>
Total emissions reduced	200	50
<b>Multimodal Elements and Existing Connections</b>	<del>100</del> <b>200</b>	<b>100</b>
Bicycle and pedestrian elements of the project and connections	<del>100</del> <b>200</b>	100
<b>Risk Assessment</b>	<b>50</b>	<b>50</b>
Risk Assessment Form	50	50
<b>Service and Customer Improvements</b>		<del>200</del> <b>300</b>
Project improvement for transit users		<del>200</del> <b>300</b>
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>
Cost effectiveness (total points awarded/total annual project cost)	100	100
<b>Total</b>	<b>1,100</b>	<b>1,100</b>

## ATTACHMENT 1C: TDM MEASURES

Criteria and Measures	Points
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>
Ability to capitalize on existing regional transportation facilities and resources	200
<b>2. Usage</b>	<b>100</b>
Users	100
<b>3. Equity and Housing Performance</b>	<b>150</b>
Engagements	45
Benefits and Impacts to Disadvantaged Populations	60
Affordable Housing Access	45
<b>4. Congestion Reduction/Air Quality</b>	<del>300</del> <b>400</b>
Congested roadways in project area	150
VMT reduced	<del>150</del> <b>250</b>
<b>5. Innovation</b>	<b>200</b>
Project innovations and geographic expansion	200
<b>6. Risk Assessment</b>	<b>50</b>
Technical capacity of applicant's organization	25
Continuation of project after initial federal funds are expended	25
<b>7. Cost Effectiveness</b>	<b>100</b>
Cost effectiveness (total project cost/total points awarded)	100
<b>Total</b>	<b>1,100</b>

## ATTACHMENT 1D: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
<b>Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>150</b>	
Identify location of project relative to Regional Bicycle Transportation Network	200		
Connection to Jobs and Educational Institutions		150	
<b>Potential Usage</b>	<b>200</b>	<b>150</b>	<b>250</b>
Existing population and employment within 1 mile	200		
Existing population within ½ mile		150	
Average share of student population that bikes, walks, or uses transit			170
Student population within school's walkshed			80
<b>Equity and Housing Performance</b>	<b>120</b>	<b>120</b>	<b>120</b>
Engagements	36	36	36
Benefits and Impacts to Disadvantaged Populations	48	48	48
Affordable Housing Access	36	36	36
<b>Deficiencies and Safety</b>	<b><del>250</del>350</b>	<b><del>300</del>400</b>	<b><del>250</del>350</b>
Barriers overcome or gaps filled	<del>100</del> 150	<del>120</del> 170	<del>100</del> 150
Deficiencies corrected or safety problem addressed	<del>150</del> 200	<del>180</del> 230	<del>150</del> 200
<b>Multimodal Facilities and Existing Connections</b>	<b>100</b>	<b>150</b>	
Transit or pedestrian elements of the project and existing connections	100	150	
<b>Risk Assessment/Public Engagement</b>	<b>130</b>	<b>130</b>	<b>130</b>
Risk Assessment Form	130	130	85
Public Engagement			45
<b>Relationship between Safe Routes to School Program Elements</b>			<b>250</b>
Describe how project addresses 6 Es of SRTS Program			150
Completion of Safe Routes to School Plan			100
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>	<b>100</b>
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
<b>Total</b>	<b><del>1,100</del>1,200</b>	<b><del>1,100</del>1,200</b>	<b><del>1,100</del>1,200</b>



## ATTACHMENT 2: DRAFT CRITERIA WEIGHTING - ADDING 300 POINTS

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	<del>16</del> 13%	<del>10</del> 8%	<del>19</del> 15%	<del>10</del> 8%	<del>18</del> 14%	<del>9</del> 7%	<del>9</del> 7%	<del>18</del> 15%	<del>18</del> 14%	<del>14</del> 11%	--
Usage	<del>11</del> 9%	--	<del>16</del> 13%	<del>16</del> 13%	<del>12</del> 9%	<del>32</del> 25%	<del>30</del> 23%	<del>9</del> 7%	<del>18</del> 14%	<del>14</del> 11%	<del>23</del> 18%
Safety	<del>18</del> 36%	<del>30</del> 45%	<del>14</del> 32%	<del>16</del> 34%	--	--	--	--	<del>23</del> 39%	<del>27</del> 43%	<del>23</del> 39%
Congestion /Air Quality	<del>18</del> 14%	<del>25</del> 20%	<del>14</del> 11%	<del>7</del> 6%	--	<del>18</del> 14%	<del>5</del> 4%	<del>27</del> 43%	--	--	--
Infrastructure Age	<del>7</del> 5%	--	<del>4</del> 3%	<del>16</del> 13%	<del>36</del> 29%	--	--	--	--	--	--
Equity and Housing Performance	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>18</del> 14%	<del>16</del> 13%	<del>14</del> 11%	<del>11</del> 9%	<del>11</del> 9%	<del>11</del> 9%
Multimodal Facilities	<del>5</del> 4%	<del>9</del> 7%	<del>9</del> 7%	<del>10</del> 8%	<del>9</del> 29%	<del>9</del> 29%	<del>9</del> 7%	--	<del>9</del> 7%	<del>14</del> 11%	--
Risk Assessment	<del>7</del> 6%	<del>7</del> 5%	<del>7</del> 5%	<del>7</del> 5%	<del>7</del> 5%	<del>5</del> 4%	<del>5</del> 4%	<del>5</del> 4%	<del>12</del> 9%	<del>12</del> 9%	<del>12</del> 9%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	<del>23</del> 18%
Transit Improvements	--	--	--	--	--	--	<del>18</del> 36%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	<del>18</del> 14%	--	--	--
Cost Effectiveness	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%
<b>Total Points <del>1,190</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>

## ATTACHMENT 2A: ROADWAY MEASURES

Criteria and Measures	Traffic Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
<b>Role in the Regional Transportation System and Economy</b>	<b>175</b>	<b>115</b>	<b>210</b>	<b>105</b>	<b>195</b>
Distance to the nearest parallel bridge					100
Congestion, Adjacent Congestion, or PA Intersection Conversion Study Priorities		70	80		
Functional Classification of project	50				
Connection to Total Jobs, Manu/Dist. Jobs, and Post-Secondary Students			50	65	30
Integration within existing traffic management systems	50				
Highway Truck Corridor Tiers	50	45	80	40	65
Coordination with other agencies	25				
<b>Usage</b>	<b>125</b>		<b>175</b>	<b>175</b>	<b>130</b>
Current daily person throughput	85		110	110	100
Forecast 2040 average daily traffic volume	40		65	65	30
<b>Equity and Housing Performance</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Engagements	30	30	30	30	30
Benefits and Impacts to Disadvantaged Populations	40	40	40	40	40
Affordable Housing Access	30	30	30	30	30
<b>Infrastructure Age/Condition</b>	<b>75</b>		<b>40</b>	<b>175</b>	<b>400</b>
Date of construction			40	50	
Upgrades to obsolete equipment	75				
Geometric, structural, or infrastructure deficiencies				125	
Bridge Sufficiency Rating					300
Load-Posting					100
<b>Congestion Reduction/Air Quality</b>	<b>200</b>	<b>275</b>	<b>150</b>	<b>80</b>	
Vehicle delay reduced		200	100	50	
Congested roadway (V/C Ratio)	150				
Kg of emissions reduced		75	50	30	
Emissions and congestion benefits of project	50				
<b>Safety</b>	<del>200</del> <b>500</b>	<del>335</del> <b>635</b>	<del>150</del> <b>450</b>	<del>180</del> <b>480</b>	
Crashes reduced	<del>50</del> <b>200</b>	<del>235</del> <b>335</b>	<del>120</del> <b>270</b>	<del>150</del> <b>300</b>	
Safety issues in project area	<del>150</del> <b>300</b>				
Pedestrian Crash Reduction (Proactive)		<del>100</del> <b>300</b>	<del>30</del> <b>180</b>	<del>30</del> <b>180</b>	
<b>Multimodal Elements and Existing Connections</b>	<b>50</b>	<b>100</b>	<b>100</b>	<b>110</b>	<del>100</del> <b>400</b>
Transit, bicycle, pedestrian, elements and connections	50	100	100	110	<del>100</del> <b>400</b>
<b>Risk Assessment</b>	<b>75</b>	<b>75</b>	<b>75</b>	<b>75</b>	<b>75</b>
Risk Assessment Form	75	75	75	75	75
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Cost effectiveness (total points awarded/total project cost)	100	100	100	100	100
<b>Total</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>

## ATTACHMENT 2B: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
<b>Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>100</b>
Connection to Jobs and Educational Institutions	50	50
Average number of weekday transit trips connected to the project	50	50
<b>Usage</b>	<b>350</b>	<b>325</b>
Existing Riders		325
New Annual Riders	350	
<b>Equity and Housing Performance</b>	<b>200</b>	<b>175</b>
Engagements	60	50
Benefits and Impacts to Disadvantaged Populations	80	75
Affordable Housing Access	60	50
<b>Emissions Reduction</b>	<b>200</b>	<b>50</b>
Total emissions reduced	200	50
<b>Multimodal Elements and Existing Connections</b>	<del>100</del> <b>200</b>	<b>100</b>
Bicycle and pedestrian elements of the project and connections	<del>100</del> <b>200</b>	100
<b>Risk Assessment</b>	<b>50</b>	<b>50</b>
Risk Assessment Form	50	50
<b>Service and Customer Improvements</b>		<del>200</del> <b>500</b>
Project improvement for transit users		<del>200</del> <b>500</b>
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>
Cost effectiveness (total points awarded/total annual project cost)	100	100
<b>Total</b>	<b>1,100</b>	<b>1,100</b>

## ATTACHMENT 2C: TDM MEASURES

Criteria and Measures	Points
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>
Ability to capitalize on existing regional transportation facilities and resources	200
<b>2. Usage</b>	<b>100</b>
Users	100
<b>3. Equity and Housing Performance</b>	<b>150</b>
Engagements	45
Benefits and Impacts to Disadvantaged Populations	60
Affordable Housing Access	45
<b>4. Congestion Reduction/Air Quality</b>	<del>300</del> <b>600</b>
Congested roadways in project area	150
VMT reduced	<del>150</del> <b>450</b>
<b>5. Innovation</b>	<b>200</b>
Project innovations and geographic expansion	200
<b>6. Risk Assessment</b>	<b>50</b>
Technical capacity of applicant's organization	25
Continuation of project after initial federal funds are expended	25
<b>7. Cost Effectiveness</b>	<b>100</b>
Cost effectiveness (total project cost/total points awarded)	100
<b>Total</b>	<b>1,100</b>

## ATTACHMENT 2D: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
<b>Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>150</b>	
Identify location of project relative to Regional Bicycle Transportation Network	200		
Connection to Jobs and Educational Institutions		150	
<b>Potential Usage</b>	<b>200</b>	<b>150</b>	<b>250</b>
Existing population and employment within 1 mile	200		
Existing population within ½ mile		150	
Average share of student population that bikes, walks, or uses transit			170
Student population within school's walkshed			80
<b>Equity and Housing Performance</b>	<b>120</b>	<b>120</b>	<b>120</b>
Engagements	36	36	36
Benefits and Impacts to Disadvantaged Populations	48	48	48
Affordable Housing Access	36	36	36
<b>Deficiencies and Safety</b>	<b><del>250</del>550</b>	<b><del>300</del>600</b>	<b><del>250</del>550</b>
Barriers overcome or gaps filled	<del>100</del> 250	<del>120</del> 270	<del>100</del> 250
Deficiencies corrected or safety problem addressed	<del>150</del> 300	<del>180</del> 330	<del>150</del> 300
<b>Multimodal Facilities and Existing Connections</b>	<b>100</b>	<b>150</b>	
Transit or pedestrian elements of the project and existing connections	100	150	
<b>Risk Assessment/Public Engagement</b>	<b>130</b>	<b>130</b>	<b>130</b>
Risk Assessment Form	130	130	85
Public Engagement			45
<b>Relationship between Safe Routes to School Program Elements</b>			<b>250</b>
Describe how project addresses 6 Es of SRTS Program			150
Completion of Safe Routes to School Plan			100
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>	<b>100</b>
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
<b>Total</b>	<b><del>1,100</del>1,200</b>	<b><del>1,100</del>1,200</b>	<b><del>1,100</del>1,200</b>

**ATTACHMENT 1: DRAFT CRITERIA WEIGHTING - ADDING 100 POINTS**

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	<del>16</del> <u>15</u> %	10%*	<del>19</del> <u>18</u> %	<del>10</del> <u>9</u> %	<del>18</del> <u>16</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>18</del> <u>17</u> %	<del>18</del> <u>17</u> %	<del>14</del> <u>13</u> %	--
Usage	<del>11</del> <u>10</u> %	--	<del>16</del> <u>15</u> %	<del>16</del> <u>15</u> %	<del>12</del> <u>11</u> %	<del>32</del> <u>29</u> %	<del>30</del> <u>27</u> %	<del>9</del> <u>8</u> %	<del>18</del> <u>17</u> %	<del>14</del> <u>13</u> %	<del>23</del> <u>21</u> %
Safety	<del>18</del> <u>25</u> %	<del>30</del> <u>36</u> %	<del>14</del> <u>21</u> %	<del>16</del> <u>23</u> %	--	--	--	--	<del>23</del> <u>29</u> %	<del>27</del> <u>33</u> %	<del>23</del> <u>29</u> %
Congestion /Air Quality	<del>18</del> <u>17</u> %	<del>25</del> <u>23</u> %	<del>14</del> <u>13</u> %	7%*	--	<del>18</del> <u>17</u> %	<del>5</del> <u>4</u> %	<del>27</del> <u>33</u> %	--	--	--
Infrastructure Age	<del>7</del> <u>6</u> %	--	<del>4</del> <u>3</u> %	<del>16</del> <u>15</u> %	<del>36</del> <u>33</u> %	--	--	--	--	--	--
Equity and Housing Performance	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>18</del> <u>17</u> %	<del>16</del> <u>15</u> %	<del>14</del> <u>13</u> %	<del>11</del> <u>10</u> %	<del>11</del> <u>10</u> %	<del>11</del> <u>10</u> %
Multimodal Facilities	<del>5</del> <u>4</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>10</del> <u>9</u> %	<del>9</del> <u>17</u> %	<del>9</del> <u>17</u> %	<del>9</del> <u>8</u> %	--	<del>9</del> <u>8</u> %	<del>14</del> <u>13</u> %	--
Risk Assessment	<del>7</del> <u>6</u> %	<del>7</del> <u>6</u> %	<del>7</del> <u>6</u> %	<del>7</del> <u>6</u> %	<del>7</del> <u>6</u> %	<del>5</del> <u>4</u> %	<del>5</del> <u>4</u> %	<del>5</del> <u>4</u> %	<del>12</del> <u>11</u> %	<del>12</del> <u>11</u> %	<del>12</del> <u>11</u> %
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	<del>23</del> <u>21</u> %
Transit Improvements	--	--	--	--	--	--	<del>18</del> <u>25</u> %	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	<del>18</del> <u>17</u> %	--	--	--
Cost Effectiveness	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %	<del>9</del> <u>8</u> %
<b>Total Points <del>1,190</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>	<b><del>1,200</del></b>

**\*Some criteria show no change due to rounding to the nearest integer.**



## ATTACHMENT 1A: ROADWAY MEASURES

Criteria and Measures	Traffic Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
<b>Role in the Regional Transportation System and Economy</b>	<b>175</b>	<b>115</b>	<b>210</b>	<b>105</b>	<b>195</b>
Distance to the nearest parallel bridge					100
Congestion, Adjacent Congestion, or PA Intersection Conversion Study Priorities		70	80		
Functional Classification of project	50				
Connection to Total Jobs, Manu/Dist. Jobs, and Post-Secondary Students			50	65	30
Integration within existing traffic management systems	50				
Highway Truck Corridor Tiers	50	45	80	40	65
Coordination with other agencies	25				
<b>Usage</b>	<b>125</b>		<b>175</b>	<b>175</b>	<b>130</b>
Current daily person throughput	85		110	110	100
Forecast 2040 average daily traffic volume	40		65	65	30
<b>Equity and Housing Performance</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Engagements	30	30	30	30	30
Benefits and Impacts to Disadvantaged Populations	40	40	40	40	40
Affordable Housing Access	30	30	30	30	30
<b>Infrastructure Age/Condition</b>	<b>75</b>		<b>40</b>	<b>175</b>	<b>400</b>
Date of construction			40	50	
Upgrades to obsolete equipment	75				
Geometric, structural, or infrastructure deficiencies				125	
Bridge Sufficiency Rating					300
Load-Posting					100
<b>Congestion Reduction/Air Quality</b>	<b>200</b>	<b>275</b>	<b>150</b>	<b>80</b>	
Vehicle delay reduced		200	100	50	
Congested roadway (V/C Ratio)	150				
Kg of emissions reduced		75	50	30	
Emissions and congestion benefits of project	50				
<b>Safety</b>	<del>200</del> <b>300</b>	<del>335</del> <b>435</b>	<del>150</del> <b>250</b>	<del>180</del> <b>280</b>	
Crashes reduced	<del>50</del> <b>100</b>	<del>235</del> <b>285</b>	<del>120</del> <b>170</b>	<del>150</del> <b>200</b>	
Safety issues in project area	<del>150</del> <b>200</b>				
Pedestrian Crash Reduction (Proactive)		<del>100</del> <b>150</b>	<del>30</del> <b>80</b>	<del>30</del> <b>80</b>	
<b>Multimodal Elements and Existing Connections</b>	<b>50</b>	<b>100</b>	<b>100</b>	<b>110</b>	<del>100</del> <b>200</b>
Transit, bicycle, pedestrian, elements and connections	50	100	100	110	<del>100</del> <b>200</b>
<b>Risk Assessment</b>	<b>75</b>	<b>75</b>	<b>75</b>	<b>75</b>	<b>75</b>
Risk Assessment Form	75	75	75	75	75
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Cost effectiveness (total points awarded/total project cost)	100	100	100	100	100
<b>Total</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>

## ATTACHMENT 1B: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
<b>Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>100</b>
Connection to Jobs and Educational Institutions	50	50
Average number of weekday transit trips connected to the project	50	50
<b>Usage</b>	<b>350</b>	<b>325</b>
Existing Riders		325
New Annual Riders	350	
<b>Equity and Housing Performance</b>	<b>200</b>	<b>175</b>
Engagements	60	50
Benefits and Impacts to Disadvantaged Populations	80	75
Affordable Housing Access	60	50
<b>Emissions Reduction</b>	<b>200</b>	<b>50</b>
Total emissions reduced	200	50
<b>Multimodal Elements and Existing Connections</b>	<del>100</del> <b>200</b>	<b>100</b>
Bicycle and pedestrian elements of the project and connections	<del>100</del> <b>200</b>	100
<b>Risk Assessment</b>	<b>50</b>	<b>50</b>
Risk Assessment Form	50	50
<b>Service and Customer Improvements</b>		<del>200</del> <b>300</b>
Project improvement for transit users		<del>200</del> <b>300</b>
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>
Cost effectiveness (total points awarded/total annual project cost)	100	100
<b>Total</b>	<b>1,100</b>	<b>1,100</b>

## ATTACHMENT 1C: TDM MEASURES

Criteria and Measures	Points
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>
Ability to capitalize on existing regional transportation facilities and resources	200
<b>2. Usage</b>	<b>100</b>
Users	100
<b>3. Equity and Housing Performance</b>	<b>150</b>
Engagements	45
Benefits and Impacts to Disadvantaged Populations	60
Affordable Housing Access	45
<b>4. Congestion Reduction/Air Quality</b>	<del>300</del> <b>400</b>
Congested roadways in project area	150
VMT reduced	<del>150</del> <b>250</b>
<b>5. Innovation</b>	<b>200</b>
Project innovations and geographic expansion	200
<b>6. Risk Assessment</b>	<b>50</b>
Technical capacity of applicant's organization	25
Continuation of project after initial federal funds are expended	25
<b>7. Cost Effectiveness</b>	<b>100</b>
Cost effectiveness (total project cost/total points awarded)	100
<b>Total</b>	<b>1,100</b>

## ATTACHMENT 1D: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
<b>Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>150</b>	
Identify location of project relative to Regional Bicycle Transportation Network	200		
Connection to Jobs and Educational Institutions		150	
<b>Potential Usage</b>	<b>200</b>	<b>150</b>	<b>250</b>
Existing population and employment within 1 mile	200		
Existing population within ½ mile		150	
Average share of student population that bikes, walks, or uses transit			170
Student population within school's walkshed			80
<b>Equity and Housing Performance</b>	<b>120</b>	<b>120</b>	<b>120</b>
Engagements	36	36	36
Benefits and Impacts to Disadvantaged Populations	48	48	48
Affordable Housing Access	36	36	36
<b>Deficiencies and Safety</b>	<b><del>250</del>350</b>	<b><del>300</del>400</b>	<b><del>250</del>350</b>
Barriers overcome or gaps filled	<del>100</del> 150	<del>120</del> 170	<del>100</del> 150
Deficiencies corrected or safety problem addressed	<del>150</del> 200	<del>180</del> 230	<del>150</del> 200
<b>Multimodal Facilities and Existing Connections</b>	<b>100</b>	<b>150</b>	
Transit or pedestrian elements of the project and existing connections	100	150	
<b>Risk Assessment/Public Engagement</b>	<b>130</b>	<b>130</b>	<b>130</b>
Risk Assessment Form	130	130	85
Public Engagement			45
<b>Relationship between Safe Routes to School Program Elements</b>			<b>250</b>
Describe how project addresses 6 Es of SRTS Program			150
Completion of Safe Routes to School Plan			100
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>	<b>100</b>
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
<b>Total</b>	<b><u>1,100</u>1,200</b>	<b><u>1,100</u>1,200</b>	<b><u>1,100</u>1,200</b>

**ATTACHMENT 2: DRAFT CRITERIA WEIGHTING - ADDING 300 POINTS**

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	<del>16</del> 13%	<del>10</del> 8%	<del>19</del> 15%	<del>10</del> 8%	<del>18</del> 14%	<del>9</del> 7%	<del>9</del> 7%	<del>18</del> 15%	<del>18</del> 14%	<del>14</del> 11%	--
Usage	<del>11</del> 9%	--	<del>16</del> 13%	<del>16</del> 13%	<del>12</del> 9%	<del>32</del> 25%	<del>30</del> 23%	<del>9</del> 7%	<del>18</del> 14%	<del>14</del> 11%	<del>23</del> 18%
Safety	<del>18</del> 36%	<del>30</del> 45%	<del>14</del> 32%	<del>16</del> 34%	--	--	--	--	<del>23</del> 39%	<del>27</del> 43%	<del>23</del> 39%
Congestion /Air Quality	<del>18</del> 14%	<del>25</del> 20%	<del>14</del> 11%	<del>7</del> 6%	--	<del>18</del> 14%	<del>5</del> 4%	<del>27</del> 43%	--	--	--
Infrastructure Age	<del>7</del> 5%	--	<del>4</del> 3%	<del>16</del> 13%	<del>36</del> 29%	--	--	--	--	--	--
Equity and Housing Performance	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>18</del> 14%	<del>16</del> 13%	<del>14</del> 11%	<del>11</del> 9%	<del>11</del> 9%	<del>11</del> 9%
Multimodal Facilities	<del>5</del> 4%	<del>9</del> 7%	<del>9</del> 7%	<del>10</del> 8%	<del>9</del> 29%	<del>9</del> 29%	<del>9</del> 7%	--	<del>9</del> 7%	<del>14</del> 11%	--
Risk Assessment	<del>7</del> 6%	<del>7</del> 5%	<del>7</del> 5%	<del>7</del> 5%	<del>7</del> 5%	<del>5</del> 4%	<del>5</del> 4%	<del>5</del> 4%	<del>12</del> 9%	<del>12</del> 9%	<del>12</del> 9%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	<del>23</del> 18%
Transit Improvements	--	--	--	--	--	--	<del>18</del> 36%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	<del>18</del> 14%	--	--	--
Cost Effectiveness	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%	<del>9</del> 7%
<b>Total Points <del>1,100</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>	<b><del>1,400</del></b>

## ATTACHMENT 2A: ROADWAY MEASURES

Criteria and Measures	Traffic Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
<b>Role in the Regional Transportation System and Economy</b>	<b>175</b>	<b>115</b>	<b>210</b>	<b>105</b>	<b>195</b>
Distance to the nearest parallel bridge					100
Congestion, Adjacent Congestion, or PA Intersection Conversion Study Priorities		70	80		
Functional Classification of project	50				
Connection to Total Jobs, Manu/Dist. Jobs, and Post-Secondary Students			50	65	30
Integration within existing traffic management systems	50				
Highway Truck Corridor Tiers	50	45	80	40	65
Coordination with other agencies	25				
<b>Usage</b>	<b>125</b>		<b>175</b>	<b>175</b>	<b>130</b>
Current daily person throughput	85		110	110	100
Forecast 2040 average daily traffic volume	40		65	65	30
<b>Equity and Housing Performance</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Engagements	30	30	30	30	30
Benefits and Impacts to Disadvantaged Populations	40	40	40	40	40
Affordable Housing Access	30	30	30	30	30
<b>Infrastructure Age/Condition</b>	<b>75</b>		<b>40</b>	<b>175</b>	<b>400</b>
Date of construction			40	50	
Upgrades to obsolete equipment	75				
Geometric, structural, or infrastructure deficiencies				125	
Bridge Sufficiency Rating					300
Load-Posting					100
<b>Congestion Reduction/Air Quality</b>	<b>200</b>	<b>275</b>	<b>150</b>	<b>80</b>	
Vehicle delay reduced		200	100	50	
Congested roadway (V/C Ratio)	150				
Kg of emissions reduced		75	50	30	
Emissions and congestion benefits of project	50				
<b>Safety</b>	<del>200</del> <b>500</b>	<del>335</del> <b>635</b>	<del>150</del> <b>450</b>	<del>180</del> <b>480</b>	
Crashes reduced	<del>50</del> <b>200</b>	<del>235</del> <b>335</b>	<del>120</del> <b>270</b>	<del>150</del> <b>300</b>	
Safety issues in project area	<del>150</del> <b>300</b>				
Pedestrian Crash Reduction (Proactive)		<del>100</del> <b>300</b>	<del>30</del> <b>180</b>	<del>30</del> <b>180</b>	
<b>Multimodal Elements and Existing Connections</b>	<b>50</b>	<b>100</b>	<b>100</b>	<b>110</b>	<del>100</del> <b>400</b>
Transit, bicycle, pedestrian, elements and connections	50	100	100	110	<del>100</del> <b>400</b>
<b>Risk Assessment</b>	<b>75</b>	<b>75</b>	<b>75</b>	<b>75</b>	<b>75</b>
Risk Assessment Form	75	75	75	75	75
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Cost effectiveness (total points awarded/total project cost)	100	100	100	100	100
<b>Total</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>

## ATTACHMENT 2B: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
<b>Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>100</b>
Connection to Jobs and Educational Institutions	50	50
Average number of weekday transit trips connected to the project	50	50
<b>Usage</b>	<b>350</b>	<b>325</b>
Existing Riders		325
New Annual Riders	350	
<b>Equity and Housing Performance</b>	<b>200</b>	<b>175</b>
Engagements	60	50
Benefits and Impacts to Disadvantaged Populations	80	75
Affordable Housing Access	60	50
<b>Emissions Reduction</b>	<b>200</b>	<b>50</b>
Total emissions reduced	200	50
<b>Multimodal Elements and Existing Connections</b>	<del>100</del> <b>200</b>	<b>100</b>
Bicycle and pedestrian elements of the project and connections	<del>100</del> <b>200</b>	100
<b>Risk Assessment</b>	<b>50</b>	<b>50</b>
Risk Assessment Form	50	50
<b>Service and Customer Improvements</b>		<del>200</del> <b>500</b>
Project improvement for transit users		<del>200</del> <b>500</b>
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>
Cost effectiveness (total points awarded/total annual project cost)	100	100
<b>Total</b>	<b>1,100</b>	<b>1,100</b>



## ATTACHMENT 2C: TDM MEASURES

Criteria and Measures	Points
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>
Ability to capitalize on existing regional transportation facilities and resources	200
<b>2. Usage</b>	<b>100</b>
Users	100
<b>3. Equity and Housing Performance</b>	<b>150</b>
Engagements	45
Benefits and Impacts to Disadvantaged Populations	60
Affordable Housing Access	45
<b>4. Congestion Reduction/Air Quality</b>	<del>300</del> <b>600</b>
Congested roadways in project area	150
VMT reduced	<del>150</del> <b>450</b>
<b>5. Innovation</b>	<b>200</b>
Project innovations and geographic expansion	200
<b>6. Risk Assessment</b>	<b>50</b>
Technical capacity of applicant's organization	25
Continuation of project after initial federal funds are expended	25
<b>7. Cost Effectiveness</b>	<b>100</b>
Cost effectiveness (total project cost/total points awarded)	100
<b>Total</b>	<b>1,100</b>

## ATTACHMENT 2D: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
<b>Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>150</b>	
Identify location of project relative to Regional Bicycle Transportation Network	200		
Connection to Jobs and Educational Institutions		150	
<b>Potential Usage</b>	<b>200</b>	<b>150</b>	<b>250</b>
Existing population and employment within 1 mile	200		
Existing population within ½ mile		150	
Average share of student population that bikes, walks, or uses transit			170
Student population within school's walkshed			80
<b>Equity and Housing Performance</b>	<b>120</b>	<b>120</b>	<b>120</b>
Engagements	36	36	36
Benefits and Impacts to Disadvantaged Populations	48	48	48
Affordable Housing Access	36	36	36
<b>Deficiencies and Safety</b>	<b><del>250</del>550</b>	<b><del>300</del>600</b>	<b><del>250</del>550</b>
Barriers overcome or gaps filled	<del>100</del> 250	<del>120</del> 270	<del>100</del> 250
Deficiencies corrected or safety problem addressed	<del>150</del> 300	<del>180</del> 330	<del>150</del> 300
<b>Multimodal Facilities and Existing Connections</b>	<b>100</b>	<b>150</b>	
Transit or pedestrian elements of the project and existing connections	100	150	
<b>Risk Assessment/Public Engagement</b>	<b>130</b>	<b>130</b>	<b>130</b>
Risk Assessment Form	130	130	85
Public Engagement			45
<b>Relationship between Safe Routes to School Program Elements</b>			<b>250</b>
Describe how project addresses 6 Es of SRTS Program			150
Completion of Safe Routes to School Plan			100
<b>Cost Effectiveness</b>	<b>100</b>	<b>100</b>	<b>100</b>
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
<b>Total</b>	<b><del>1,100</del>1,200</b>	<b><del>1,100</del>1,200</b>	<b><del>1,100</del>1,200</b>

# Action Transmittal

Transportation Advisory Board



Committee Meeting Date: April 20, 2023

Date: April 13, 2023

## Action Transmittal: 2023-23

2024 Regional Solicitation: Funding Category Minimum and Maximum Federal Awards

**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](mailto:Steven.Peterson@metc.state.mn.us))  
Joe Barbeau, Senior Planner ([Joseph.Barbeau@metc.state.mn.us](mailto:Joseph.Barbeau@metc.state.mn.us))

### Requested Action

Adopt minimum and maximum federal funding amounts for the 2024 Regional Solicitation.

### Recommended Motion

That the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) adoption of minimum and maximum federal funding amounts for the 2024 Regional Solicitation.

### Background and Purpose

Shown in Table 1 are the minimum and maximum federal funding amounts used for the 2020 Regional Solicitation. The maximum awards, many of which were established in 2014, have not been changed to reflect inflation. This is in large part because increasing federal award size would have the impact of reducing the number of projects funded.

Table 1: Application Federal Minimum and Maximum Awards

Modal Application Categories	Min Federal Award	Max Federal Award
<b>Unique Projects</b>		
Unique Projects	\$500,000	\$4,000,000
<b>Roadways</b>		
Traffic Management Technologies	\$500,000	\$3,500,000
Spot Mobility and Safety	\$1,000,000	\$3,500,000
Strategic Capacity	\$1,000,000	\$10,000,000
Roadway Recon/ Modernization	\$1,000,000	\$7,000,000
Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
<b>Transit</b>		
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
<b>Bicycle and Pedestrian Facilities</b>		
Multiuse Trails and Bicycle Facilities	\$500,000	\$5,500,000
Pedestrian Facilities	\$500,000	\$2,000,000
Safe Routes to School	\$250,000	\$1,000,000

## Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

### Staff Analysis

To this point, no committee has made any specific recommendations, but TAC has requested that TAC Funding and Programming further explore the topic. The focus of discussion has been around the balance between awards helping fund larger parts of projects (i.e., increasing maximum federal awards) and funding a larger number of projects (i.e., not increasing maximum federal awards).

Table 2 provides additional notes related to the history of the maximum awards. Minimum awards have not been discussed at any committee meeting.

**Table 2: History of Federal Maximum Awards by Category**

Modal Application Categories	Established	Notes
<b>Unique Projects</b>		
Unique Projects	2022	Maximum based on total available.
<b>Roadways</b>		
Traffic Management Technologies	2020	Reduced from \$7M because applications are low cost. No applications for max in 2022.
Spot Mobility and Safety	2020	New category in 2020. No applications requested the max in 2022.
Strategic Capacity	2020	Increased from \$7M to \$10M because projects tend to be high cost. 8/11 applied for max in 2020 with 7 significantly over 20% match.
Roadway Recon/ Modernization	2014	In 2014, inflation adjustments were added.* 14/31 applied for max in 2022 (11 had significantly over 20% match).
Bridge Rehabilitation/Replacement	2014	1/5 applied for max in 2022.
<b>Transit</b>		
Arterial Bus Rapid Transit Project	2020	New category in 2020.
Transit Expansion	2014	2/7 applied for max in 2022 and 4 applied for over \$5M.
Transit Modernization	2014	1/7 applied for max in 2022 and 2 applied for over \$5M.
Travel Demand Management (TDM)	2018	Increased from \$300,000 due to low number of applications. 2/7 applied for max in 2022 but 6/7 applied for more than previous max.
<b>Bicycle and Pedestrian Facilities</b>		
Multiuse Trails and Bicycle Facilities	2014	8/49 applied for max in 2022. 18 applied for more than \$3.5M.
Pedestrian Facilities	2022	Increased from \$1M to \$2M in 2022. 5/10 applied for max in 2022.
Safe Routes to School	2014	4/10 applied for max in 2022.

\*a 2% per year inflation adjustment was added in 2014. This tended to result in federal awards of 6% to 12% above the applied-for federal amount (i.e., \$7,420,000 to \$7,840,000). This was discontinued in 2016, effectively reducing the federal award in favor of funding a higher number of projects.



## Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	<i>April 20, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



Table 3: 5% Inflation (First Year at Current Maximum Highlighted in Yellow)

	2014 Max	2024 Value	2016 Max	2024 Value	2018 Max	2024 Value	2020 Max	2024 Value	2022 Max	2024 Value
<b>Roadways</b>										
System Management/TMT	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$3.5M	\$4,254,272	\$3.5M	\$3,858,750
Spot Mobility/Safety	-	-	-	-	-	-	\$3.5M	\$4,254,272	\$3.5M	\$3,858,750
Strategic Capacity	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$10M	\$12,155,063	\$10M	\$11,025,000
Reconstruction/Modernization	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
Bridge	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
<b>Transit</b>										
Transit Expansion	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
Transit Modernization	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
ABRT	-	-	-	-	-	-	\$25M	\$30,387,656	\$25M	\$27,562,500
TDM	-	-	\$0.3M	\$422,130	\$0.5M	\$670,048	\$0.5M	\$607,753	\$0.5M	\$551,250
<b>Bicycle &amp; Pedestrian Facilities</b>										
Multiuse Trails / Bicycle	\$5.5M	\$8,958,920	\$5.5M	\$7,739,052	\$5.5M	\$7,370,526	\$5.5M	\$6,685,284	\$5.5M	\$6,063,750
Pedestrian Facilities	\$1M	\$1,628,895	\$1M	\$1,407,100	\$1M	\$1,340,096	\$1M	\$1,215,506	\$2M	\$2,205,000
Safe Routes to School	\$1M	\$1,628,895	\$1M	\$1,407,100	\$1M	\$1,340,096	\$1M	\$1,215,506	\$1M	\$1,102,500



# Action Transmittal

Transportation Advisory Board



Committee Meeting Date: April 20, 2023

Date: April 13, 2023

## Action Transmittal: 2023-24

2024 Regional Solicitation: Funding Ranges by Mode

**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)

Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

### Requested Action

Approve the funding ranges by mode for the 2024 Regional Solicitation.

### Recommended Motion

That the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) adoption of the modal funding ranges for the 2024 Regional Solicitation.

### Background and Purpose

Shown in the table below are funding ranges by mode established for 2022. In 2020, the proportionate range was altered from the ranges used in 2014, 2016, 2018, and 2020 to increase transit funds by \$5M after establishing the Arterial Bus Rapid Transit (ABRT) category and Transit New Market Guarantee. As a result, funding ranges were decreased for both roadways (\$4M decrease) and bicycle/pedestrian (\$1M decrease).

As noted in the Regional Solicitation Introduction, these ranges are guides and can be changed by TAB due to the quality and quantity of applications received.

Roadways	Transit and TDM	Bicycle and Pedestrian	Total
Range of 46%-65% Midpoint 55.5%	Range of 25%-35% Midpoint 30%	Range of 9%-20% Midpoint 14.5%	100%

### Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

### Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	May 3, 2023
Transportation Advisory Board	Review & Adopt	May 17, 2023



# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** April 20, 2023

**Date:** April 13, 2023

## Action Transmittal: 2023-25

2024 Regional Solicitation: Policies, Qualifying Criteria, and Eligibility

**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)

Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

### Requested Action

Approve policies, qualifying criteria, and project eligibility for the 2024 Regional Solicitation, including a recommendation on breaking ties.

### Recommended Motion

That the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) adoption of the attached policies, qualifying criteria, and project eligibility for the 2024 Regional Solicitation.

### Background and Purpose

TAB must approve qualifying requirements, project eligibility, and other policy concerns as part of the overall application. Attached are three sections of the Regional Solicitation: Introduction, Qualifying Requirements, and Forms. Few changes are being shown in the attachments. Along with small housekeeping changes, key changes tracked below include:

- Introduction
- Breaking ties (See below)
- Qualifying Criteria
- Allowing Bridge Rehabilitation/Replacement projects on collectors (minor collector and above in the urban areas or a major collector and above in the rural areas).
- Requiring letters from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use for any bike/pedestrian facility, including in roadway projects. This rule had previously only applied to the Multiuse Trails and Bicycle Facilities category.
- Forms
- Request for applicants to describe which specific project elements of your project and associated are eligible to receive PROTECT funds.

### **Breaking Ties**

Historically, TAB has been unwilling to “break” ties (i.e., fund one out of two projects with the same total score within a funding category). This can lead to underfunding or overfunding an application category or not addressing geographic balance. TAB and Technical Committee members have expressed willingness to allow tie breakers. Two suggested options are shown below:

#### *Option 1:*

*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 safety-related measure shown below.*

- a) Traffic Management Technologies (6A), Spot Mobility and Safety (4B), Strategic Capacity (6A), and Roadway Reconstruction/Modernization (6A): **Crashes Reduced**
- b) Bridge Rehabilitation/Replacement: **Distance to Nearest Parallel Bridge** (Measure 1A)
- c) Transit Expansion (4) and Transit Modernization (5): **Bicycle and Pedestrian Elements and Connections**
- d) Travel Demand Management: Project Innovations & Geographic Expansion (Measure 5)
- e) Multiuse Trails and Bicycle Facilities, Pedestrian Facilities and Safe Routes to School: **Deficiencies Corrected / Safety Problems Addressed** (Measure 4B)

*Any ties that remain after this will favor (step 1) the lower federal amount of funding requested and (step 2 if step 1 results in a tie) the lower total amount of funding for the proposed project.*

#### *Option 2 (Following 4/4/2023 TAC Meeting):*

*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-value scoring measure. If that score is tied, the tiebreaker will move down to the next-highest-value measure until there is no tie.*

Other changes could be reflected in these attachments depending on other decisions, such as the proposed addition of points for safety and other scoring measures.

### **Application Rules**

Can separate project elements be allowed to apply in more than one category? For example, can a roadway application include a trail and a separate trail application be submitted for the trail alone? This question was asked at TAB and technical feedback is requested.

### **Relationship to Regional Policy**

TAB develops and issues a Regional Solicitation for federal funding.

### **Routing**

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	May 3, 2023
Transportation Advisory Board	Review & Adopt	May 17, 2023



# 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://metro council.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 four federal programs: Surface Transportation Block Grant Program (STBGP), the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, the Carbon Reduction Program, and the 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 further 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.

## Major Changes for the 2024 Funding Cycle

### To be added

### 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
<b>Role in the Regional Transportation System and Economy</b>	<ul style="list-style-type: none"> <li>Prosperity</li> <li>Livability</li> </ul>	<ul style="list-style-type: none"> <li>Access to Destinations</li> <li>Competitive Economy</li> </ul>
<b>Usage</b>	<ul style="list-style-type: none"> <li>Livability</li> <li>Prosperity</li> </ul>	<ul style="list-style-type: none"> <li>Access to Destinations</li> <li>Competitive Economy</li> </ul>
<b>Equity and Housing Performance</b>	<ul style="list-style-type: none"> <li>Equity</li> <li>Livability</li> </ul>	<ul style="list-style-type: none"> <li>Access to Destinations</li> <li>Leveraging Transportation Investments to Guide Land Use</li> </ul>
<b>Infrastructure Age</b>	<ul style="list-style-type: none"> <li>Stewardship</li> <li>Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>Transportation System Stewardship</li> </ul>
<b>Congestion Reduction/Air Quality</b>	<ul style="list-style-type: none"> <li>Prosperity</li> <li>Livability</li> </ul>	<ul style="list-style-type: none"> <li>Healthy Environment</li> <li>Competitive Economy</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Livability</li> <li>Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>Safety and Security</li> </ul>
<b>Multimodal Facilities and Existing Connections</b>	<ul style="list-style-type: none"> <li>Prosperity</li> <li>Equity</li> <li>Livability</li> <li>Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>Access to Destinations</li> <li>Transportation and Land Use</li> <li>Competitive Economy</li> </ul>
<b>Risk Assessment</b>	<ul style="list-style-type: none"> <li>Stewardship</li> </ul>	<ul style="list-style-type: none"> <li>Transportation System Stewardship</li> </ul>

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. 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 Update table.

	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities	Total
<b>Modal Funding Levels</b>	Range of 46%-65% Range of \$83M-\$117M Midpoint \$100M	Range of 25%-35% Range of \$45M-\$63M Midpoint \$54M	Range of 9%-20% Range of \$16M-\$36M Midpoint \$26M	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 following five eligible functional classifications (excludes bridges, which include eligibility from the entire federal-aid system): A-minor arterial augmenters, connectors, expanders, and relievers, as well as non-freeway principal arterials.

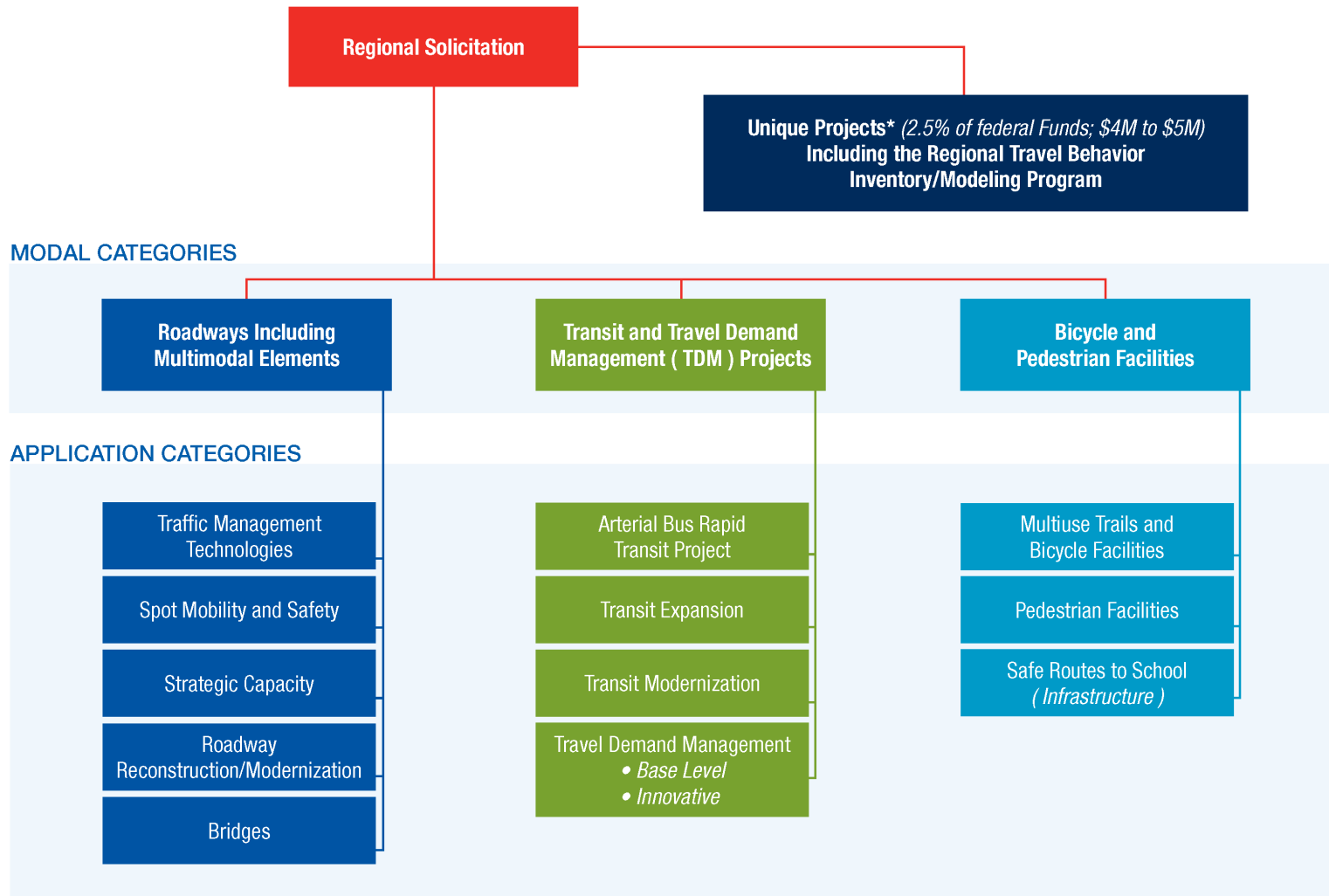
Within the Transit modal category, there is an Arterial Bus Rapid Transit Project category. There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan 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. **THIS PARAGRAPH MAY BE UPDATED.**

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.

Figure 1: TAB-Approved Application Categories (Update, including footer and Unique Projects language up top)

REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES

SEPTEMBER 2019



\*Unique projects are projects that do not fit in the scoring measures for other application categories. TAB will accept applications in the 2022 Solicitation for Unique projects to be funded with federal funds in 2024 and 2025.

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 2022 funding cycle).

**Table 3: Regional Solicitation Funding Award Minimums and Maximums**

<b>Modal Application Categories</b>	<b>Minimum Federal Award</b>	<b>Maximum Federal Award</b>
<b>Roadways Including Multimodal Elements</b>		
• 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
<b>Transit and TDM Projects</b>		
• 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
<b>Bicycle and Pedestrian Facilities</b>		
• 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>175</b>	<b>16%</b>
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	
<b>2. Usage</b>	<b>125</b>	<b>11%</b>
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
<b>3. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>4. Infrastructure Age</b>	<b>75</b>	<b>7%</b>
Measure A – Date of construction	75	
<b>5. Congestion Reduction/Air Quality</b>	<b>200</b>	<b>18%</b>
Measure A - Vehicle delay reduced	150	
Measure B - Kg of emissions reduced	50	
<b>6. Safety</b>	<b>200</b>	<b>18%</b>
Measure A - Crashes reduced	50	
Measure B – Safety issues in project area	150	

<b>Criteria and Measures</b>	<b>Points</b>	<b>% of Total</b>
<b>7. Multimodal Elements and Existing Connections</b>	<b>50</b>	<b>5%</b>
Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
<b>8. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	
<b>9. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>115</b>	<b>10%</b>
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	
<b>2. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>3. Congestion Reduction/Air Quality</b>	<b>275</b>	<b>25%</b>
Measure A - Vehicle delay reduced	200	
Measure B - Kg of emissions reduced	75	
<b>4. Safety</b>	<b>335</b>	<b>30%</b>
Measure A - Crashes reduced	235	
Measure B - Pedestrian Crash Reduction (Proactive)	100	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
<b>6. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>210</b>	<b>19%</b>
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	
<b>2. Usage</b>	<b>175</b>	<b>16%</b>
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
<b>3. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>4. Infrastructure Age</b>	<b>40</b>	<b>4%</b>
Measure A - Date of construction	40	
<b>5. Congestion Reduction/Air Quality</b>	<b>150</b>	<b>14%</b>
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
<b>6. Safety</b>	<b>150</b>	<b>14%</b>
Measure A - Crashes reduced	120	
Measure B - Pedestrian Crash Reduction (Proactive)	30	

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

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>105</b>	<b>10%</b>
Measure A - Connection to Total Jobs and Manufacturing/ Distribution Jobs	65	
Measure B - Regional Truck Corridor Study Tiers	40	
<b>2. Usage</b>	<b>175</b>	<b>16%</b>
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
<b>3. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>4. Infrastructure Age/Condition</b>	<b>175</b>	<b>16%</b>
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	125	
<b>5. Congestion Reduction/Air Quality</b>	<b>80</b>	<b>7%</b>
Measure A - Vehicle delay reduced	50	
Measure B - Kg of emissions reduced	30	
<b>6. Safety</b>	<b>180</b>	<b>16%</b>
Measure A - Crashes reduced	150	
Measure B – Pedestrian Crash Reduction (Proactive)	30	

Criteria and Measures	Points	% of Total
<b>7. Multimodal Elements and Existing Connections</b>	<b>110</b>	<b>10%</b>
Measure A - Transit, bicycle, or pedestrian project elements and connections	110	
<b>8. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A- Risk Assessment Form	75	
<b>9. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	



## Bridge Rehabilitation/Replacement

**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 a clear span of over 20 feet) 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 with a National Bridge Inventory Condition rating of 6 or less.
- Bridge replacement with a National Bridge Inventory Condition rating of 4 or less.

### Scoring:

Criteria and Measures	Points	% of Total
<b>1. Role in the Regional Transportation System and Economy</b>	<b>195</b>	<b>18%</b>
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	
<b>2. Usage</b>	<b>130</b>	<b>12%</b>
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
<b>3. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>4. Infrastructure Condition</b>	<b>400</b>	<b>36%</b>
Measure A – National Bridge Inventory Condition	300	
Measure B – Load-Posting	100	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
<b>6. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A - Cost effectiveness (total points awarded/total cost)	100	
<b>Total</b>	<b>1,100</b>	

## *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 reinstatement 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>9%</b>
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
<b>2. Usage</b>	<b>350</b>	<b>32%</b>
Measure A – New annual riders	350	
<b>3. Equity and Housing Performance</b>	<b>200</b>	<b>18%</b>
Measure A – Equity engagement	60	
Measure B - Equity population benefits and impacts	80	
Measure C – Affordable housing access	60	
<b>4. Emissions Reduction</b>	<b>200</b>	<b>18%</b>
Measure A – Total emissions reduced	200	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A – Bicycle and pedestrian elements of the project and connections	100	
<b>6. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A – Risk Assessment Form	50	

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

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>9%</b>
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
<b>2. Usage</b>	<b>325</b>	<b>30%</b>
Measure A – Total existing annual riders	325	
<b>3. Equity and Housing Performance</b>	<b>175</b>	<b>16%</b>
Measure A – Equity engagement	60	
Measure B - Equity population benefits and impacts	80	
Measure C – Affordable housing access	60	
<b>4. Emissions Reduction</b>	<b>50</b>	<b>5%</b>
Measure A – Description of emissions reduced	50	
<b>5. Service and Customer Improvements</b>	<b>200</b>	<b>18%</b>
Measure A – Project improvements for transit users	200	
<b>6. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A – Bicycle and pedestrian elements of the project and connections	100	

<b>Criteria and Measures</b>	<b>Points</b>	<b>% of Total</b>
<b>7. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A – Risk Assessment Form	50	
<b>8. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>18%</b>
Measure A - Ability to capitalize on existing regional transportation facilities and resources	200	
<b>2. Usage</b>	<b>100</b>	<b>9%</b>
Measure A – Users	100	
<b>3. Equity and Housing Performance</b>	<b>150</b>	<b>14%</b>
Measure A – Equity engagement	45	
Measure B - Equity population benefits and impacts	60	
Measure C – Affordable housing access	45	
<b>4. Congestion Reduction/Air Quality</b>	<b>300</b>	<b>27%</b>
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	150	
<b>5. Innovation</b>	<b>200</b>	<b>18%</b>
Measure A - Project innovations and geographic expansion	200	
<b>6. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>18%</b>
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
<b>2. Potential Usage</b>	<b>200</b>	<b>18%</b>
Measure A - Existing population and employment within 1 mile	200	
<b>3. Equity and Housing Performance</b>	<b>120</b>	<b>11%</b>
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
<b>4. Deficiencies and Safety</b>	<b>250</b>	<b>23%</b>
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
<b>5. Multimodal Facilities and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit or pedestrian elements and connections	100	
<b>6. Risk Assessment/Public Engagement</b>	<b>130</b>	<b>12%</b>
Measure A - Risk Assessment Form	130	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total cost)	100	
<b>Total</b>	<b>1,100</b>	



## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>150</b>	<b>14%</b>
Measure A - Connection to Jobs and Educational Institutions	150	
<b>2. Potential Usage</b>	<b>150</b>	<b>14%</b>
Measure A - Existing population within ½ mile	150	
<b>3. Equity and Housing Performance</b>	<b>120</b>	<b>11%</b>
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
<b>4. Deficiencies and Safety</b>	<b>300</b>	<b>27%</b>
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies corrected or safety problems addressed	180	
<b>5. Multimodal Facilities and Existing Connections</b>	<b>150</b>	<b>14%</b>
Measure A - Transit or bicycle elements of the project and connections	150	
<b>6. Risk Assessment/Public Engagement</b>	<b>130</b>	<b>12%</b>
Measure A - Risk Assessment Form	130	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Relationship between Safe Routes to School Program Elements</b>	<b>250</b>	<b>23%</b>
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	
<b>2. Potential Usage</b>	<b>250</b>	<b>23%</b>
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
<b>3. Equity and Housing Performance</b>	<b>120</b>	<b>11%</b>
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
<b>4. Deficiencies and Safety</b>	<b>250</b>	<b>23%</b>
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
<b>5. Risk Assessment/Public Engagement</b>	<b>130</b>	<b>12%</b>
Measure A – Risk Assessment Form	130	
<b>6. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

\* 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](mailto: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](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](mailto: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. (Placeholder for tiebreaker language) 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.
14. 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.
15. 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.
16. 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. MIAC is also adding a query function to its website to help identify the overlap of projects areas and culturally sensitive land. Project sponsors may want to inquire about their project locations early in the project development process. 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](mailto:Elaine.Koutsoukos@metc.state.mn.us)

To request special accommodation for submitting Regional Solicitation applications, please email [webteam@metc.state.mn.us](mailto: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
<b>General</b>	Elaine Koutsoukos	TAB	<a href="mailto:Elaine.koutsoukos@metc.state.mn.us">Elaine.koutsoukos@metc.state.mn.us</a>	(651) 602-1717
	Joe Barbeau	Met Council	<a href="mailto:Joseph.barbeau@metc.state.mn.us">Joseph.barbeau@metc.state.mn.us</a>	(651) 602-1705
<b>Traffic Volumes</b>				
<b>Freeway (Realtime / Hourly)</b>	Nick Menzel	MnDOT	<a href="mailto:Nick.menzel@state.mn.us">Nick.menzel@state.mn.us</a>	(651) 234-7040
<b>AADT</b>	Christy Prentice	MnDOT	<a href="mailto:Christy.prentice@state.mn.us">Christy.prentice@state.mn.us</a>	(651) 366-3844
	Gene Hicks	MnDOT	<a href="mailto:Gene.hicks@state.mn.us">Gene.hicks@state.mn.us</a>	(651) 366-3856
<b>Heavy Commercial</b>	John Hackett	MnDOT	<a href="mailto:John.Hackett@state.mn.us">John.Hackett@state.mn.us</a>	(651) 366-3851
<b>2040 Projections</b>	Jonathan Ehrlich	Met Council	<a href="mailto:Jonathan.ehrlich@metc.state.mn.us">Jonathan.ehrlich@metc.state.mn.us</a>	(651) 602-1408
	Jim Henrickson	MnDOT	<a href="mailto:jim.henricksen@state.mn.us">jim.henricksen@state.mn.us</a>	(651) 234-7782
<b>Synchro</b>	Kevin Sommers	MnDOT	<a href="mailto:Kevin.Sommers@state.mn.us">Kevin.Sommers@state.mn.us</a>	(651) 234-7844
<b>Crashes</b>	Cherzon Riley	MnDOT	<a href="mailto:Cherzon.riley@state.mn.us">Cherzon.riley@state.mn.us</a>	(612) 322-1080
<b>Freeway Management</b>	Terry Haukom	MnDOT	<a href="mailto:Terry.haukom@state.mn.us">Terry.haukom@state.mn.us</a>	(651) 234-7980
<b>Trunk Highway Traffic Signals</b>				
<b>Signal Operations</b>	Mike Fairbanks	MnDOT	<a href="mailto:Mike.Fairbanks@state.mn.us">Mike.Fairbanks@state.mn.us</a>	(651) 234-7819
<b>Signal/Lighting Design</b>	Greg Kern	MnDOT	<a href="mailto:Gregory.kern@sate.mn.us">Gregory.kern@sate.mn.us</a>	(651) 234-7877

Subject	Name	Agency	Email	Phone Number
<b>State Aid Standards</b>	Colleen Brown	MnDOT	<a href="mailto:Colleen.brown@state.mn.us">Colleen.brown@state.mn.us</a>	(651) 234-7779
<b>Bikeway/Walkway Standards</b>	Mackenzie Turner Bargaen	MnDOT	<a href="mailto:Mackenzie.turnerbargaen@state.mn.us">Mackenzie.turnerbargaen@state.mn.us</a>	(651) 234-7879
<b>Interchange Approvals</b>	Michael Corbett	MnDOT	<a href="mailto:Michael.J.Corbett@state.mn.us">Michael.J.Corbett@state.mn.us</a>	(651) 234-7793
<b>Safe Routes to School</b>	Dave Cowan	MnDOT	<a href="mailto:Dave.Cowan@state.mn.us">Dave.Cowan@state.mn.us</a>	(651) 366-4180
<b>Regional Bicycle Transportation Network and Bicycle Barriers</b>	Steve Elmer	Met Council	<a href="mailto:Steven.elmer@metc.state.mn.us">Steven.elmer@metc.state.mn.us</a>	(651) 602-1756
<b>Housing</b>	Hilary Lovelace	Met Council	<a href="mailto:hilary.lovelace@metc.state.mn.us">hilary.lovelace@metc.state.mn.us</a>	(651)-602-1555
<b>Equity Measures</b>	Heidi Schallberg	Met Council	<a href="mailto:Heidi.schallberg@metc.state.mn.us">Heidi.schallberg@metc.state.mn.us</a>	(651) 602-1721
<b>Demographics by TAZ</b>	Dennis Farmer	Met Council	<a href="mailto:Dennis.farmer@metc.state.mn.us">Dennis.farmer@metc.state.mn.us</a>	(651) 602-1552
<b>Transit Ridership</b>	Daniel Pena	Met Council	<a href="mailto:daniel.pena@metc.state.mn.us">daniel.pena@metc.state.mn.us</a>	(651) 602-1721
<b>Transit Funding Timeline</b>	Michael Hochhalter	Met Council	<a href="mailto:Michael.hochhalter@metc.state.mn.us">Michael.hochhalter@metc.state.mn.us</a>	(651) 602-1961
<b>Emissions Data</b>	Dennis Farmer	Met Council	<a href="mailto:Dennis.farmer@metc.state.mn.us">Dennis.farmer@metc.state.mn.us</a>	(651) 602-1552
<b>Principal Arterial Intersection Conversion Study</b>	Steve Peterson	Met Council	<a href="mailto:Steven.peterson@metc.state.mn.us">Steven.peterson@metc.state.mn.us</a>	(651) 602-1819
<b>Regional Truck Highway Corridor Study</b>	Steve Elmer	Met Council	<a href="mailto:Steven.elmer@metc.state.mn.us">Steven.elmer@metc.state.mn.us</a>	(651) 602-1756
<b>Congestion Management Safety Plan</b>	Michael Corbett	MnDOT	<a href="mailto:Michael.J.Corbett@state.mn.us">Michael.J.Corbett@state.mn.us</a>	(651) 234-7793
<b>MnDOT support letter</b>	Molly McCartney	MnDOT	<a href="mailto:molly.mccartney@state.mn.us">molly.mccartney@state.mn.us</a>	(651) 234-7789

# QUALIFYING REQUIREMENTS

September 15, 2021

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](mailto: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 \$4,500,000 for the 2022 funding cycle).

**Table 1: Regional Solicitation Funding Award Minimums and Maximums**

<b>Modal Application Categories</b>	<b>Minimum Federal Award</b>	<b>Maximum Federal Award</b>
<b>Roadways Including Multimodal Elements</b>		
• 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
<b>Transit and TDM Projects</b>		
• 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
<b>Bicycle and Pedestrian Facilities</b>		
• 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, per [FHWA direction established 8/27/2008 and updated 4/15/2019](#). 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 bridge clear span must exceed 20 feet.

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

6. **Bridge Rehabilitation/Replacement projects only:** The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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 Michael Corbett at MnDOT ([Michael.J.Corbett@state.mn.us](mailto:Michael.J.Corbett@state.mn.us) or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

## **Bicycle and Pedestrian Facilities Projects Only**

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

2. **Multiuse Trails on Active Railroad Right-of-Way:** All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement. (Attach agreement)

Check the box to indicate that the project is not in active railroad right-of-way.

3. **Multiuse Trails and Bicycle Facilities Projects and Bike/Pedestrian Elements of Other 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.

## 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 reinstatement 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 8, 2023.**

For questions contact Elaine Koutsoukos at [Elaine.Koutsoukos@metc.state.mn.us](mailto: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 <a href="#">MnDOT's TIP description guidance</a> :
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 <input type="checkbox"/> No <input type="checkbox"/> 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): <input type="checkbox"/> 2026 (TDM and Unique) <input type="checkbox"/> 2027 (TDM and Unique) <input type="checkbox"/> 2028 <input type="checkbox"/> 2029
15. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): <input type="checkbox"/> 2025 <input type="checkbox"/> 2026 <input type="checkbox"/> 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 4B (Bridge Sufficiency Rating).
- **For Roadway projects only:** The applicant should attach documentation of any outside, competitive funding awarded to the project. This award amount can be used to reduce the total project cost for the purposes of the Cost Effectiveness scoring measure. These documents must be attached within the web-based application form for the Cost Effectiveness Measure.
- **For Transit and TDM Projects that include public/private joint-use parking facilities only:** The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.
- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.
- **For Safe Routes to School Projects only:** The completed travel tally and parent survey results from the SRTS planning process. The travel tally form can be found on the Minnesota Department of Transportation (MnDOT) SRTS website: [http://saferoutesdata.org/downloads/SRTS\\_Two\\_Day\\_Tally.pdf](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 \_\_\_\_\_

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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 2024 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
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Traffic Control	\$
<input type="checkbox"/>	Striping	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall (do not include in cost effectiveness measure)	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	Railroad Crossing	\$
<input type="checkbox"/>	Roadway Contingencies	\$
<input type="checkbox"/>	Other Roadway Elements	\$

### Specific Bicycle and Pedestrian Elements

<input type="checkbox"/>	Path/Trail Construction	\$
<input type="checkbox"/>	Sidewalk Construction	\$
<input type="checkbox"/>	On-Street Bicycle Facility Construction	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$
<input type="checkbox"/>	Pedestrian-Scale Lighting	\$
<input type="checkbox"/>	Streetscaping	\$
<input type="checkbox"/>	Wayfinding	\$
<input type="checkbox"/>	Bicycle and Pedestrian Contingencies	\$
<input type="checkbox"/>	Other Bicycle and Pedestrian Elements	\$

### Specific Transit and TDM Elements

<input type="checkbox"/>	Fixed Guideway Elements	\$
<input type="checkbox"/>	Stations, Stops, and Terminals	\$
<input type="checkbox"/>	Support Facilities	\$
<input type="checkbox"/>	Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$
<input type="checkbox"/>	Vehicles	\$
<input type="checkbox"/>	Contingencies	\$
<input type="checkbox"/>	Right-of-Way	\$
<input type="checkbox"/>	Other Transit and TDM Elements	\$
	<b>TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS</b>	<b>\$</b>

### Transit Operating Costs

<input type="checkbox"/>	Number of platform hours	
<input type="checkbox"/>	Cost per platform hour (fully loaded costs)	\$
	Subtotal - _____	\$
<input type="checkbox"/>	Other Costs – Administration, Overhead, etc.	\$
	<b>Total Transit Operating Costs</b>	<b>\$</b>
<input type="checkbox"/>	<b>TDM Operating Costs</b>	<b>\$</b>
	<b>TOTAL TRANSIT AND TDM OPERATING COSTS</b>	<b>\$</b>

	<b>TOTAL TAB-ELIGIBLE COSTS</b>	<b>\$</b>
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One of the new federal funding sources is 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.

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** April 20, 2023

**Date:** April 13, 2023

## Action Transmittal: 2023-26

2024 Regional Solicitation: Measures and Scoring Guidance

**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)

Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

### Requested Action

Approval of the attached measures and scoring guidance for each application category for the 2024 Regional Solicitation

### Recommended Motion

That the TAC Funding and Programming Committee recommend to the TAB approval of the measures and scoring guidance for the 2024 Regional Solicitation.

### Background and Purpose

The Regional Solicitation for Federal Transportation Project Funding is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. TAB selects projects for funding from four federal programs: the Surface Transportation Block Grant (STBG) program, Congestion Mitigation and Air Quality Improvement (CMAQ) program, Carbon Reduction program (pending further TAB and Council input), and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. The attached materials include the application categories, criteria for each category, proposed measures within the criteria, and proposed scoring guidance for the 2024 Regional Solicitation.

The measures and guidance are attached for all 12 funding categories with changes shown. Very few changes are proposed. They include:

- Transit ridership and route coverage: Shift from 2019 to 2022. In the 2022 Regional Solicitation, 2019 data was used because of uncertainty early in the COVID-19 pandemic. The Transit Work Group recommends using 2022 data. This applies in the transit categories as well as person throughput in roadways categories.
- Clarification that a Safe Routes to School Plan does not have to be MnDOT sponsored.
- Allowing Bridge Rehabilitation/Replacement projects on collectors (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.

## Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

### Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	<i>April 20, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>175</b>	<b>16%</b>
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	
<b>2. Usage</b>	<b>125</b>	<b>11%</b>
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
<b>3. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>4. Infrastructure Age</b>	<b>75</b>	<b>7%</b>
Measure A – Date of construction	75	
<b>5. Congestion Reduction/Air Quality</b>	<b>200</b>	<b>18%</b>
Measure A - Vehicle delay reduced	150	
Measure B - Kg of emissions reduced	50	
<b>6. Safety</b>	<b>200</b>	<b>18%</b>
Measure A - Crashes reduced	50	
Measure B – Safety issues in project area	150	



<b>Criteria and Measures</b>	<b>Points</b>	<b>% of Total</b>
<b>7. Multimodal Elements and Existing Connections</b>	<b>50</b>	<b>5%</b>
Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
<b>8. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	
<b>9. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>115</b>	<b>10%</b>
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	
<b>2. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>3. Congestion Reduction/Air Quality</b>	<b>275</b>	<b>25%</b>
Measure A - Vehicle delay reduced	200	
Measure B - Kg of emissions reduced	75	
<b>4. Safety</b>	<b>335</b>	<b>30%</b>
Measure A - Crashes reduced	235	
Measure B - Pedestrian Crash Reduction (Proactive)	100	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
<b>6. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>210</b>	<b>19%</b>
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	
<b>2. Usage</b>	<b>175</b>	<b>16%</b>
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
<b>3. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>4. Infrastructure Age</b>	<b>40</b>	<b>4%</b>
Measure A - Date of construction	40	
<b>5. Congestion Reduction/Air Quality</b>	<b>150</b>	<b>14%</b>
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
<b>6. Safety</b>	<b>150</b>	<b>14%</b>
Measure A - Crashes reduced	120	
Measure B - Pedestrian Crash Reduction (Proactive)	30	

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

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>105</b>	<b>10%</b>
Measure A - Connection to Total Jobs and Manufacturing/ Distribution Jobs	65	
Measure B - Regional Truck Corridor Study Tiers	40	
<b>2. Usage</b>	<b>175</b>	<b>16%</b>
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
<b>3. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>4. Infrastructure Age/Condition</b>	<b>175</b>	<b>16%</b>
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	125	
<b>5. Congestion Reduction/Air Quality</b>	<b>80</b>	<b>7%</b>
Measure A - Vehicle delay reduced	50	
Measure B - Kg of emissions reduced	30	
<b>6. Safety</b>	<b>180</b>	<b>16%</b>
Measure A - Crashes reduced	150	
Measure B – Pedestrian Crash Reduction (Proactive)	30	

Criteria and Measures	Points	% of Total
<b>7. Multimodal Elements and Existing Connections</b>	<b>110</b>	<b>10%</b>
Measure A - Transit, bicycle, or pedestrian project elements and connections	110	
<b>8. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A- Risk Assessment Form	75	
<b>9. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

## Bridge Rehabilitation/Replacement

**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 a clear span of over 20 feet) 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 with a National Bridge Inventory Condition rating of 6 or less.
- Bridge replacement with a National Bridge Inventory Condition rating of 4 or less.

### Scoring:

Criteria and Measures	Points	% of Total
<b>1. Role in the Regional Transportation System and Economy</b>	<b>195</b>	<b>18%</b>
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	
<b>2. Usage</b>	<b>130</b>	<b>12%</b>
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
<b>3. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A – Equity engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C – Affordable housing access	30	
<b>4. Infrastructure Condition</b>	<b>400</b>	<b>36%</b>
Measure A – National Bridge Inventory Condition	300	
Measure B – Load-Posting	100	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
<b>6. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A - Cost effectiveness (total points awarded/total cost)	100	
<b>Total</b>	<b>1,100</b>	

## *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 reinstatement 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>9%</b>
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
<b>2. Usage</b>	<b>350</b>	<b>32%</b>
Measure A – New annual riders	350	
<b>3. Equity and Housing Performance</b>	<b>200</b>	<b>18%</b>
Measure A – Equity engagement	60	
Measure B - Equity population benefits and impacts	80	
Measure C – Affordable housing access	60	
<b>4. Emissions Reduction</b>	<b>200</b>	<b>18%</b>
Measure A – Total emissions reduced	200	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A – Bicycle and pedestrian elements of the project and connections	100	
<b>6. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A – Risk Assessment Form	50	

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

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>9%</b>
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
<b>2. Usage</b>	<b>325</b>	<b>30%</b>
Measure A – Total existing annual riders	325	
<b>3. Equity and Housing Performance</b>	<b>175</b>	<b>16%</b>
Measure A – Equity engagement	60	
Measure B - Equity population benefits and impacts	80	
Measure C – Affordable housing access	60	
<b>4. Emissions Reduction</b>	<b>50</b>	<b>5%</b>
Measure A – Description of emissions reduced	50	
<b>5. Service and Customer Improvements</b>	<b>200</b>	<b>18%</b>
Measure A – Project improvements for transit users	200	
<b>6. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A – Bicycle and pedestrian elements of the project and connections	100	

<b>Criteria and Measures</b>	<b>Points</b>	<b>% of Total</b>
<b>7. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A – Risk Assessment Form	50	
<b>8. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>18%</b>
Measure A - Ability to capitalize on existing regional transportation facilities and resources	200	
<b>2. Usage</b>	<b>100</b>	<b>9%</b>
Measure A – Users	100	
<b>3. Equity and Housing Performance</b>	<b>150</b>	<b>14%</b>
Measure A – Equity engagement	45	
Measure B - Equity population benefits and impacts	60	
Measure C – Affordable housing access	45	
<b>4. Congestion Reduction/Air Quality</b>	<b>300</b>	<b>27%</b>
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	150	
<b>5. Innovation</b>	<b>200</b>	<b>18%</b>
Measure A - Project innovations and geographic expansion	200	
<b>6. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>18%</b>
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
<b>2. Potential Usage</b>	<b>200</b>	<b>18%</b>
Measure A - Existing population and employment within 1 mile	200	
<b>3. Equity and Housing Performance</b>	<b>120</b>	<b>11%</b>
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
<b>4. Deficiencies and Safety</b>	<b>250</b>	<b>23%</b>
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
<b>5. Multimodal Facilities and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit or pedestrian elements and connections	100	
<b>6. Risk Assessment/Public Engagement</b>	<b>130</b>	<b>12%</b>
Measure A - Risk Assessment Form	130	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>150</b>	<b>14%</b>
Measure A - Connection to Jobs and Educational Institutions	150	
<b>2. Potential Usage</b>	<b>150</b>	<b>14%</b>
Measure A - Existing population within ½ mile	150	
<b>3. Equity and Housing Performance</b>	<b>120</b>	<b>11%</b>
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
<b>4. Deficiencies and Safety</b>	<b>300</b>	<b>27%</b>
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies corrected or safety problems addressed	180	
<b>5. Multimodal Facilities and Existing Connections</b>	<b>150</b>	<b>14%</b>
Measure A - Transit or bicycle elements of the project and connections	150	
<b>6. Risk Assessment/Public Engagement</b>	<b>130</b>	<b>12%</b>
Measure A - Risk Assessment Form	130	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

## 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
<b>1. Relationship between Safe Routes to School Program Elements</b>	<b>250</b>	<b>23%</b>
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	
<b>2. Potential Usage</b>	<b>250</b>	<b>23%</b>
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
<b>3. Equity and Housing Performance</b>	<b>120</b>	<b>11%</b>
Measure A – Equity engagement	36	
Measure B - Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
<b>4. Deficiencies and Safety</b>	<b>250</b>	<b>23%</b>
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
<b>5. Risk Assessment/Public Engagement</b>	<b>130</b>	<b>12%</b>
Measure A – Risk Assessment Form	130	
<b>6. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

\* 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](mailto: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](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](mailto: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. (Placeholder for tiebreaker language) 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.
14. 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.
15. 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.
16. 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. MIAC is also adding a query function to its website to help identify the overlap of projects areas and culturally sensitive land. Project sponsors may want to inquire about their project locations early in the project development process. 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](mailto:Elaine.Koutsoukos@metc.state.mn.us)

To request special accommodation for submitting Regional Solicitation applications, please email [webteam@metc.state.mn.us](mailto: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
<b>General</b>	Elaine Koutsoukos	TAB	<a href="mailto:Elaine.koutsoukos@metc.state.mn.us">Elaine.koutsoukos@metc.state.mn.us</a>	(651) 602-1717
	Joe Barbeau	Met Council	<a href="mailto:Joseph.barbeau@metc.state.mn.us">Joseph.barbeau@metc.state.mn.us</a>	(651) 602-1705
<b>Traffic Volumes</b>				
<b>Freeway (Realtime / Hourly)</b>	Nick Menzel	MnDOT	<a href="mailto:Nick.menzel@state.mn.us">Nick.menzel@state.mn.us</a>	(651) 234-7040
<b>AADT</b>	Christy Prentice	MnDOT	<a href="mailto:Christy.prentice@state.mn.us">Christy.prentice@state.mn.us</a>	(651) 366-3844
	Gene Hicks	MnDOT	<a href="mailto:Gene.hicks@state.mn.us">Gene.hicks@state.mn.us</a>	(651) 366-3856
<b>Heavy Commercial</b>	John Hackett	MnDOT	<a href="mailto:John.Hackett@state.mn.us">John.Hackett@state.mn.us</a>	(651) 366-3851
<b>2040 Projections</b>	Jonathan Ehrlich	Met Council	<a href="mailto:Jonathan.ehrlich@metc.state.mn.us">Jonathan.ehrlich@metc.state.mn.us</a>	(651) 602-1408
	Jim Henrickson	MnDOT	<a href="mailto:jim.henricksen@state.mn.us">jim.henricksen@state.mn.us</a>	(651) 234-7782
<b>Synchro</b>	Kevin Sommers	MnDOT	<a href="mailto:Kevin.Sommers@state.mn.us">Kevin.Sommers@state.mn.us</a>	(651) 234-7844
<b>Crashes</b>	Cherzon Riley	MnDOT	<a href="mailto:Cherzon.riley@state.mn.us">Cherzon.riley@state.mn.us</a>	(612) 322-1080
<b>Freeway Management</b>	Terry Haukom	MnDOT	<a href="mailto:Terry.haukom@state.mn.us">Terry.haukom@state.mn.us</a>	(651) 234-7980
<b>Trunk Highway Traffic Signals</b>				
<b>Signal Operations</b>	Mike Fairbanks	MnDOT	<a href="mailto:Mike.Fairbanks@state.mn.us">Mike.Fairbanks@state.mn.us</a>	(651) 234-7819
<b>Signal/Lighting Design</b>	Greg Kern	MnDOT	<a href="mailto:Gregory.kern@sate.mn.us">Gregory.kern@sate.mn.us</a>	(651) 234-7877

Subject	Name	Agency	Email	Phone Number
<b>State Aid Standards</b>	Colleen Brown	MnDOT	<a href="mailto:Colleen.brown@state.mn.us">Colleen.brown@state.mn.us</a>	(651) 234-7779
<b>Bikeway/Walkway Standards</b>	Mackenzie Turner Bargaen	MnDOT	<a href="mailto:Mackenzie.turnerbargaen@state.mn.us">Mackenzie.turnerbargaen@state.mn.us</a>	(651) 234-7879
<b>Interchange Approvals</b>	Michael Corbett	MnDOT	<a href="mailto:Michael.J.Corbett@state.mn.us">Michael.J.Corbett@state.mn.us</a>	(651) 234-7793
<b>Safe Routes to School</b>	Dave Cowan	MnDOT	<a href="mailto:Dave.Cowan@state.mn.us">Dave.Cowan@state.mn.us</a>	(651) 366-4180
<b>Regional Bicycle Transportation Network and Bicycle Barriers</b>	Steve Elmer	Met Council	<a href="mailto:Steven.elmer@metc.state.mn.us">Steven.elmer@metc.state.mn.us</a>	(651) 602-1756
<b>Housing</b>	Hilary Lovelace	Met Council	<a href="mailto:hilary.lovelace@metc.state.mn.us">hilary.lovelace@metc.state.mn.us</a>	(651)-602-1555
<b>Equity Measures</b>	Heidi Schallberg	Met Council	<a href="mailto:Heidi.schallberg@metc.state.mn.us">Heidi.schallberg@metc.state.mn.us</a>	(651) 602-1721
<b>Demographics by TAZ</b>	Dennis Farmer	Met Council	<a href="mailto:Dennis.farmer@metc.state.mn.us">Dennis.farmer@metc.state.mn.us</a>	(651) 602-1552
<b>Transit Ridership</b>	Daniel Pena	Met Council	<a href="mailto:daniel.pena@metc.state.mn.us">daniel.pena@metc.state.mn.us</a>	(651) 602-1721
<b>Transit Funding Timeline</b>	Michael Hochhalter	Met Council	<a href="mailto:Michael.hochhalter@metc.state.mn.us">Michael.hochhalter@metc.state.mn.us</a>	(651) 602-1961
<b>Emissions Data</b>	Dennis Farmer	Met Council	<a href="mailto:Dennis.farmer@metc.state.mn.us">Dennis.farmer@metc.state.mn.us</a>	(651) 602-1552
<b>Principal Arterial Intersection Conversion Study</b>	Steve Peterson	Met Council	<a href="mailto:Steven.peterson@metc.state.mn.us">Steven.peterson@metc.state.mn.us</a>	(651) 602-1819
<b>Regional Truck Highway Corridor Study</b>	Steve Elmer	Met Council	<a href="mailto:Steven.elmer@metc.state.mn.us">Steven.elmer@metc.state.mn.us</a>	(651) 602-1756
<b>Congestion Management Safety Plan</b>	Michael Corbett	MnDOT	<a href="mailto:Michael.J.Corbett@state.mn.us">Michael.J.Corbett@state.mn.us</a>	(651) 234-7793
<b>MnDOT support letter</b>	Molly McCartney	MnDOT	<a href="mailto:molly.mccartney@state.mn.us">molly.mccartney@state.mn.us</a>	(651) 234-7789

# QUALIFYING REQUIREMENTS

September 15, 2021

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](mailto: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 \$4,500,000 for the 2022 funding cycle).

Table 1: Regional Solicitation Funding Award Minimums and Maximums

Modal Application Categories	Minimum Federal Award	Maximum Federal Award
<b>Roadways Including Multimodal Elements</b>		
• 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
<b>Transit and TDM Projects</b>		
• 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
<b>Bicycle and Pedestrian Facilities</b>		
• 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, per [FHWA direction established 8/27/2008 and updated 4/15/2019](#). 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 bridge clear span must exceed 20 feet.

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

6. **Bridge Rehabilitation/Replacement projects only:** The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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 Michael Corbett at MnDOT ([Michael.J.Corbett@state.mn.us](mailto:Michael.J.Corbett@state.mn.us) or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

## **Bicycle and Pedestrian Facilities Projects Only**

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

2. **Multiuse Trails on Active Railroad Right-of-Way:** All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement. (Attach agreement)

Check the box to indicate that the project is not in active railroad right-of-way.

3. **Multiuse Trails and Bicycle Facilities Projects and Bike/Pedestrian Elements of Other 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.

## 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 reinstatement 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 8, 2023.**

For questions contact Elaine Koutsoukos at [Elaine.Koutsoukos@metc.state.mn.us](mailto: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 <a href="#">MnDOT's TIP description guidance</a> :
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 <input type="checkbox"/> No <input type="checkbox"/> 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): <input type="checkbox"/> 2026 (TDM and Unique) <input type="checkbox"/> 2027 (TDM and Unique) <input type="checkbox"/> 2028 <input type="checkbox"/> 2029
15. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): <input type="checkbox"/> 2025 <input type="checkbox"/> 2026 <input type="checkbox"/> 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 4B (Bridge Sufficiency Rating).
- **For Roadway projects only:** The applicant should attach documentation of any outside, competitive funding awarded to the project. This award amount can be used to reduce the total project cost for the purposes of the Cost Effectiveness scoring measure. These documents must be attached within the web-based application form for the Cost Effectiveness Measure.
- **For Transit and TDM Projects that include public/private joint-use parking facilities only:** The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.
- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.
- **For Safe Routes to School Projects only:** The completed travel tally and parent survey results from the SRTS planning process. The travel tally form can be found on the Minnesota Department of Transportation (MnDOT) SRTS website: [http://saferoutesdata.org/downloads/SRTS\\_Two\\_Day\\_Tally.pdf](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 \_\_\_\_\_

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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 \_\_\_\_\_

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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 2024 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
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Traffic Control	\$
<input type="checkbox"/>	Striping	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall (do not include in cost effectiveness measure)	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	Railroad Crossing	\$
<input type="checkbox"/>	Roadway Contingencies	\$
<input type="checkbox"/>	Other Roadway Elements	\$

### Specific Bicycle and Pedestrian Elements

<input type="checkbox"/>	Path/Trail Construction	\$
<input type="checkbox"/>	Sidewalk Construction	\$
<input type="checkbox"/>	On-Street Bicycle Facility Construction	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$
<input type="checkbox"/>	Pedestrian-Scale Lighting	\$
<input type="checkbox"/>	Streetscaping	\$
<input type="checkbox"/>	Wayfinding	\$
<input type="checkbox"/>	Bicycle and Pedestrian Contingencies	\$
<input type="checkbox"/>	Other Bicycle and Pedestrian Elements	\$

### Specific Transit and TDM Elements

<input type="checkbox"/>	Fixed Guideway Elements	\$
<input type="checkbox"/>	Stations, Stops, and Terminals	\$
<input type="checkbox"/>	Support Facilities	\$
<input type="checkbox"/>	Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$
<input type="checkbox"/>	Vehicles	\$
<input type="checkbox"/>	Contingencies	\$
<input type="checkbox"/>	Right-of-Way	\$
<input type="checkbox"/>	Other Transit and TDM Elements	\$
	<b>TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS</b>	<b>\$</b>

### Transit Operating Costs

<input type="checkbox"/>	Number of platform hours	
<input type="checkbox"/>	Cost per platform hour (fully loaded costs)	\$
	Subtotal - _____	\$
<input type="checkbox"/>	Other Costs – Administration, Overhead, etc.	\$
	<b>Total Transit Operating Costs</b>	<b>\$</b>
<input type="checkbox"/>	<b>TDM Operating Costs</b>	<b>\$</b>
	<b>TOTAL TRANSIT AND TDM OPERATING COSTS</b>	<b>\$</b>

	<b>TOTAL TAB-ELIGIBLE COSTS</b>	<b>\$</b>
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One of the new federal funding sources is 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.

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

September 15, 2021

**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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>175</b>	<b>16%</b>
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	
<b>2. Usage</b>	<b>125</b>	<b>11%</b>
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
<b>3. Equity and Affordable Housing</b>	<b>100</b>	<b>9%</b>
Measure A - Engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C - Affordable housing access	30	
<b>4. Infrastructure Age</b>	<b>75</b>	<b>7%</b>
Measure A - Upgrades to obsolete equipment	75	
<b>5. Congestion Reduction/Air Quality</b>	<b>200</b>	<b>18%</b>
Measure A - Congested roadway	150	
Measure B - Emissions and congestion benefits of project	50	

## Traffic Management Technologies

Criteria and Measures	Points	% of Total
<b>6. Safety</b>	<b>200</b>	<b>18%</b>
Measure A - Crashes reduced	50	
Measure B – Safety issues in project area	150	
<b>7. Multimodal Elements and Existing Connections</b>	<b>50</b>	<b>5%</b>
Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
<b>8. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	
<b>9. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A - Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

### 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):

## Traffic Management Technologies

- 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 or latest available)

### 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?



## Traffic Management Technologies

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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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 (200 Points)

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

- A. **MEASURE:** Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest MnDOT Metro District Highway Safety Improvement Program (HSIP) application ([www.dot.state.mn.us/stateaid/trafficsafety.html](http://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](http://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 (50 Points)

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

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

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

## SCORING GUIDANCE (150 Points)

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

## 7. *Multimodal Elements and Existing Connections (50 Points)*

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

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

## Traffic Management Technologies

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

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

- Total Project Cost (entered in Project Cost Form): \_\_\_\_\_ (automatically calculated)
- Enter amount of Noise Walls: \_\_\_\_\_
- Enter amount of any outside, competitive funding (attach documentation of award): \_\_\_\_\_
- Points Awarded in Previous Criteria: \_\_\_\_ (entered by Metropolitan Council staff)

### **SCORING GUIDANCE** (100 Points)

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

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

**TOTAL: 1,100 POINTS**

# Spot Mobility and Safety

## Prioritizing Criteria and Measures

September 15, 2021

**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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>115</b>	<b>10%</b>
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	
<b>2. Equity and Affordable Housing</b>	<b>100</b>	<b>9%</b>
Measure A - Engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C - Affordable housing access	30	
<b>3. Congestion Reduction/Air Quality</b>	<b>275</b>	<b>25%</b>
Measure A - Vehicle delay reduced	200	
Measure B - Kg of emissions reduced	75	
<b>4. Safety</b>	<b>335</b>	<b>30%</b>
Measure A - Crashes reduced	235	
Measure B - Pedestrian Crash Reduction (Proactive)	100	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
<b>6. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A - Cost effectiveness (total points awarded/total project cost)	100	

Criteria and Measures	Points	% of Total
<b>Total</b>	<b>1,100</b>	

**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) Plan. It is anticipated that the CMP Plan 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: [metro council.org/PAICs](http://metro council.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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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 (335 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](http://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](http://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** (235 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  $(11,000,000/16,000,000) \times 235$  points or 162 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)

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*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)

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- 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)

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- 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):

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- 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)
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- **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)
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- 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** (33.3 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 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**:
  - One-way, 3+ through lanes
  - Two-way, 4+ through lanes
- Existing road has a design speed, posted speed limit, or speed study/data showing 85<sup>th</sup> percentile travel speeds in excess of:
  - 30 MPH or more
- Existing road has AADT of greater than 15,000 vehicles per day (List the AADT \_\_\_\_\_)



**SCORING GUIDANCE** (33.3 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. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)
- 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. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)
- 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):

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- 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):

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**SCORING GUIDANCE** (33.3 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](mailto: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: 1,100 POINTS**

# Strategic Capacity (Roadway Expansion)

## Prioritizing Criteria and Measures

November 17, 2021

**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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>210</b>	<b>19%</b>
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	
<b>2. Usage</b>	<b>175</b>	<b>16%</b>
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
<b>3. Equity and Affordable Housing</b>	<b>100</b>	<b>9%</b>
Measure A - Engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C - Affordable housing access	30	
<b>4. Infrastructure Age</b>	<b>40</b>	<b>4%</b>
Measure A - Date of construction	40	
<b>5. Congestion Reduction/Air Quality</b>	<b>150</b>	<b>14%</b>
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	

Criteria and Measures	Points	% of Total
<b>6. Safety</b>	<b>150</b>	<b>14%</b>
Measure A - Crashes reduced	120	
Measure B - Pedestrian Crash Reduction (Proactive)	30	
<b>7. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
<b>8. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A – Risk Assessment Form	75	
<b>9. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

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

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

- A. **MEASURE:** Identify the level of congestion within the project area. This measure uses speed data as was used as part of the Congestion Management Process (CMP) Plan. It is anticipated that the CMP Plan will be further incorporated into the Regional Solicitation as part of the 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: [metro council.org/PAICS](http://metro council.org/PAICS)

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

- Proposed interchange or at-grade project that reduces delay at a High Priority Intersection:  (80 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection:  (60 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection:  (50 Points)
- Proposed interchange 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 or latest available)
- 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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify

benefits addressing a transportation issue affecting Equity populations 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  $(41/48) \times 40$  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 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

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

$K2 = 0.7329$

$K5 = 0.0000061411 * Speed^2$

F2 = Fuel consumption in gallons

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

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

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

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

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

**Roadway projects that include railroad grade-separation elements:**

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

other project types. Therefore, the approach to calculate the kilograms emissions reduced for railroad grade-separation projects will be comparable to intersection improvement projects.

**RESPONSE:**

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

Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

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

$K2 = 0.7329$

$K3 = 0.0000061411 * Speed^2$

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

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

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

$F3 = F1 - F2$

$CO = F3 * 0.0699\ kg/gallon$

$NOX = F3 * 0.0136\ kg/gallon$

$VOC = F3 * 0.0162\ kg/gallon$

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 (150 Points)

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

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

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

Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application ([www.dot.state.mn.us/stateaid/trafficsafety.html](http://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 2022 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](http://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 2019-2021, 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 (120 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  $(11,000,000/16,000,000)*120$  points or 82.5 points.

For railroad grade-separation projects, the applicant with the highest crash risk exposure eliminated due to the project will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored reduced 11,000 exposures and the top project reduced 16,000 exposures this applicant would receive  $(11,000/16,000)*120$  points or 82.5 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)

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*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)
- 
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- 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)
- 
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- 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):
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- 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)
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- **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)
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- 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 (10 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 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**:
  - One-way, 3+ through lanes
  - Two-way, 4+ through lanes
- Existing road has a design speed, posted speed limit, or speed study/data showing 85<sup>th</sup> percentile travel speeds in excess of:
  - 30 MPH or more
- Existing road has AADT of greater than 15,000 vehicles per day (List the AADT \_\_\_\_\_)

**SCORING GUIDANCE** (10 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. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)
- 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. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)
- 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):

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- 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):

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**SCORING GUIDANCE** (10 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](mailto: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  $(40/70) \times 75$  points or 43 points.

**9. Cost Effectiveness (100 Points)**

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

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

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

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

- Total Project Cost (entered in Project Cost Form): \_\_\_\_\_ (automatically calculated)
- Enter amount of Noise Walls: \_\_\_\_\_
- Enter amount of any outside, competitive funding (attach documentation of award):  
\_\_\_\_\_

- Points Awarded in Previous Criteria: \_\_\_\_ (entered by Metropolitan Council staff)

**SCORING GUIDANCE** (100 Points)

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

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

**TOTAL: 1,100 POINTS**



# Roadway Reconstruction/Modernization

## Prioritizing Criteria and Measures

November 17, 2021

**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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>105</b>	<b>10%</b>
Measure A - Connection to Total Jobs and Manufacturing/ Distribution Jobs	65	
Measure B - Regional Truck Corridor Study Tiers	40	
<b>2. Usage</b>	<b>175</b>	<b>16%</b>
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
<b>3. Equity and Affordable Housing</b>	<b>100</b>	<b>9%</b>
Measure A - Engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C - Affordable housing access	30	
<b>4. Infrastructure Age/Condition</b>	<b>175</b>	<b>16%</b>
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure deficiencies	125	
<b>5. Congestion Reduction/Air Quality</b>	<b>80</b>	<b>7%</b>
Measure A - Vehicle delay reduced	50	

Criteria and Measures	Points	% of Total Points
Measure B - Kg of emissions reduced	30	
<b>6. Safety</b>	<b>180</b>	<b>16%</b>
Measure A - Crashes reduced	150	
Measure B – Pedestrian Crash Reduction (Proactive)	30	
<b>7. Multimodal Elements and Existing Connections</b>	<b>110</b>	<b>10%</b>
Measure A - Transit, bicycle, or pedestrian project elements and connections	110	
<b>8. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A – Risk Assessment Form	75	
<b>9. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

***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  $(1,000/1,500) \times 65$  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 or latest available)

### 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  $(1,000/1,500) \times 110$  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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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  $(25/50) \times 125$  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

$$K1 = 0.075283 - 0.0015892 * \text{Speed} + 0.000015066 * \text{Speed}^2$$

$$K2 = 0.7329$$

$$K3 = 0.0000061411 * \text{Speed}^2$$

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

$$F1 = \text{Total Travel} * k1 + \text{Total Delay} * k2 + \text{Stops} * k3$$

$$F2 = \text{Total Travel} * k1 + \text{Total Delay} * k2 + \text{Stops} * k3$$

$$F3 = F1 - F2$$

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

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

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

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 (180 Points)

This criterion addresses the project's ability to correct deficiencies and improve the overall safety of a roadway facility. It will assess the project's monetized safety benefits.

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

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

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

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

### 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)

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*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)

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- 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)

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- 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):

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- 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)
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- **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)
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- 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)
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**SCORING GUIDANCE** (10 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**:
  - One-way, 3+ through lanes
  - Two-way, 4+ through lanes
- Existing road has a design speed, posted speed limit, or speed study/data showing 85<sup>th</sup> percentile travel speeds in excess of:
  - 30 MPH or more
- Existing road has AADT of greater than 15,000 vehicles per day (List the AADT \_\_\_\_\_)

**SCORING GUIDANCE** (10 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. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)
- 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. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)
- 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):

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- 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):

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**SCORING GUIDANCE** (10 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: 1,100 POINTS**

# Bridges

## Prioritizing Criteria and Measures

November 17, 2021

**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 a clear span of over 20 feet) 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 with a National Bridge Inventory Condition rating of 6 or less.
- Bridge replacement with a National Bridge Inventory Condition rating of 4 or less.

### Scoring:

Criteria and Measures	Points	% of Total
<b>1. Role in the Regional Transportation System and Economy</b>	<b>195</b>	<b>18%</b>
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	
<b>2. Usage</b>	<b>130</b>	<b>12%</b>
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
<b>3. Equity and Affordable Housing</b>	<b>100</b>	<b>9%</b>
Measure A - Engagement	30	
Measure B - Equity population benefits and impacts	40	
Measure C - Affordable housing access	30	
<b>4. Infrastructure Condition</b>	<b>400</b>	<b>36%</b>
Measure A – National Bridge Inventory Condition Rating	300	
Measure B – Load-Posting	100	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
<b>6. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	



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

**1. Role in the Regional Transportation System and Economy (195 Points)**

Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, connects to employment, post-secondary students, and manufacturing/distribution-related employment, and aligns with the Regional Truck Corridor Study tiers.

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

**RESPONSE:**

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

**SCORING GUIDANCE (100 Points)**

The applicant with the furthest distance from the closest parallel A-minor arterial or principal arterial bridge 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 or latest available)

**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.

- 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.
- 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.
- 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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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 (400 Points)

This criterion will assess the age and condition of the bridge facility being improved. Bridge improvement investments should focus on the higher needs of unsafe facilities. If there are two separate spans, then the applicant should take the average bridge inventory condition rating of the two spans.

- A. **MEASURE:** Identify the lowest National Bridge Inventory condition rating among Deck, Superstructure, and Substructure 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** (300 Points)

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

Rating of 3 or lower: 300 points

Rating of 4: 250 points

Rating of 5: 150 points

Rating of 6: 100 points

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

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

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

**SCORING GUIDANCE** (100 Points)

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

#### 5. Multimodal Elements and Connections (100 Points)

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

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



- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing 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 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](mailto: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: 1,100 POINTS**

# Transit Expansion

## Prioritizing Criteria and Measures

November 17, 2021

**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 reinstatement 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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>9%</b>
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
<b>2. Usage</b>	<b>350</b>	<b>32%</b>
Measure A – New annual riders	350	
<b>3. Equity and Affordable Housing</b>	<b>200</b>	<b>18%</b>
Measure A – Engagement	60	
Measure B – Equity population benefits and impacts	80	
Measure B – Affordable housing access	60	
<b>4. Emissions Reduction</b>	<b>200</b>	<b>18%</b>
Measure A – Total emissions reduced	200	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>

Criteria and Measures	Points	% of Total
Measure A – Bicycle and pedestrian elements of the project and connections	100	
<b>6. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A – Risk Assessment Form	50	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

**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  $(100/150) \times 35$  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  $(19/28) \times 50$ , 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 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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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)\_\_\_\_\_

Table with 2 columns: Emissions Factor and Calculation Method. Rows include VMT Reduction, CO Reduced, NOx Reduced, CO2e Reduced, PM2.5 Reduced, VOCs Reduced, and Total Emissions Reduced, all followed by a blank line and '(online calculation)'. The last row is bolded.

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](mailto: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

November 17, 2021

**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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>9%</b>
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
<b>2. Usage</b>	<b>325</b>	<b>30%</b>
Measure A - Total existing annual riders	325	
<b>3. Equity and Affordable Housing</b>	<b>175</b>	<b>16%</b>
Measure A – Engagement	50	
Measure B – Equity population benefits and impacts	75	
Measure C – Affordable housing access	50	
<b>4. Emissions Reduction</b>	<b>50</b>	<b>5%</b>
Measure A – Description of emissions reduced	50	
<b>5. Service and Customer Improvements</b>	<b>200</b>	<b>18%</b>

Criteria and Measures	Points	% of Total
Measure A – Project improvements for transit users	200	
<b>6. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A – Bicycle and pedestrian elements of the project and connections	100	
<b>7. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A – Risk Assessment Form	50	
<b>8. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

**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  $(100/150) \times 35$  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  $(19/28) \times 50$ , 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.

- 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.
- 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.
- 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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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

November 17, 2021

**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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>18%</b>
Measure A - Ability to capitalize on existing regional transportation facilities and resources	200	
<b>2. Usage</b>	<b>100</b>	<b>9%</b>
Measure A – Users	100	
<b>3. Equity and Affordable Housing</b>	<b>150</b>	<b>14%</b>
Measure A – Engagement	45	
Measure B – Equity population benefits and impacts	60	
Measure C – Affordable housing access	45	
<b>4. Congestion Reduction/Air Quality</b>	<b>300</b>	<b>27%</b>
Measure A - Congested roadways in project area	150	
Measure B - VMT reduced	150	
<b>5. Innovation</b>	<b>200</b>	<b>18%</b>
Measure A - Project innovations and geographic expansion	200	
<b>6. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A - Technical capacity of applicant's organization	25	
Measure B - Continuation of project after initial federal funds are expended	25	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

### 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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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 (300 Points)**

This criterion measures the project’s ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project’s implementation will have on air quality as measured by reductions in CO, 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.

- $VMT\ reduced = \text{Number daily of one-way commute trips reduced} * 12.1$

(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** (150 Points)

The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project reduced 5 kg and the application being scored reduced 4 kg, this applicant would receive  $(4/5)*150$  points or 120 points.

Applicants that do not provide methodology will receive 0 points. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.



### 5. Innovation (200 Points)

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

- A. **MEASURE:** Describe how the project is innovative or expands the geographic area of an existing project. (200 Points)

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

#### SCORING GUIDANCE (200 Points)

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

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

A project that duplicates efforts already occurring within the same geography can be subjected to a reduced score, at the scorer's discretion, if the scorer feels it is redundant and therefore not good stewardship of public funds.

### 6. Risk Assessment (50 Points)

This criterion measures technical capacity of the applicant and their long-term strategy to sustain their proposed projects beyond the initial funding period.

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

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

#### SCORING GUIDANCE (25 Points)

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

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

- B. **MEASURE:** Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project. (25 Points)

**RESPONSE:** (Check one):

- Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase:  (25 Points)
- Applicant has identified potential funding sources that could support the project beyond the initial funding period:  (15 Points)
- Applicant has not identified funding sources to carry the project beyond the initial funding period:  (0 Points)

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

**SCORING GUIDANCE** (25 Points)

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

**7. Cost Effectiveness (100 Points)**

This criterion will assess the project’s cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 6 criteria.

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

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

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

- Total Project Cost (entered in Project Cost Form): \_\_\_\_\_ (automatically calculated)
- Points Awarded in Previous Criteria: \_\_\_\_ (entered by Metropolitan Council staff)

**SCORING GUIDANCE** (100 Points)

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

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

TOTAL: 1,100 POINTS

# Multiuse Trails and Bicycle Facilities

## Prioritizing Criteria and Measures

November 17, 2021

**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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>200</b>	<b>18%</b>
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200	
<b>2. Potential Usage</b>	<b>200</b>	<b>18%</b>
Measure A - Existing population and employment within 1 mile	200	
<b>3. Equity and Affordable Housing</b>	<b>120</b>	<b>11%</b>
Measure A – Engagement	36	
Measure B – Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
<b>4. Deficiencies and Safety</b>	<b>250</b>	<b>23%</b>
Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
<b>5. Multimodal Facilities and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit or pedestrian elements of the project and connections	100	
<b>6. Risk Assessment/Public Engagement</b>	<b>130</b>	<b>12%</b>
Measure A - Risk Assessment Form	130	

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

**1. Role in the Regional Transportation System and Economy (200 Points)**

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

- A. **MEASURE:** Reference the “Project to RBTN Orientation” map generated at the beginning of the application process. Draw the proposed trail on the map.

**RESPONSE:** (Select one, based on the “Project to RBTN Orientation” map):

- Tier 1, Priority RBTN Corridor (200 Points)
- Tier 1, RBTN Alignment (200 points)
- Tier 2, RBTN Corridor (175 Points)
- Tier 2, RBTN Alignment (175 Points)
- Direct connection to an RBTN Tier 1 Corridor or Alignment (150 Points)
- Direct connection to an RBTN Tier 2 Corridor or Alignment (125 Points)

**OR**

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

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

**SCORING GUIDANCE (200 Points)**

The applicant will receive the points shown in the above bullets based on the location of the project relative to the RBTN.

**RBTN Projects (Tier 1/Tier 2 corridors and alignments)**

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

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

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

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

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

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

**Note:** If no projects meet the above criterion for 200 points, the top scoring project(s) will be adjusted to 200 points and all other project scores will be adjusted proportionately. Due to tiered scoring, it is possible that multiple projects will receive the maximum allotment of 200 points.

## 2. Potential Usage (200 Points)

This criterion quantifies the project’s potential usage based on the existing population and employment adjacent to the project. Metropolitan Council staff will calculate the potential usage of the project using the Metropolitan Council model.

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

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

- Existing Population within 1 Mile (Integer Only, 100 Points): \_\_\_\_\_
- Existing Employment within 1 Mile (Integer Only, 100 points): \_\_\_\_\_

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

### SCORING GUIDANCE (200 Points)

The applicant with highest population will receive the full 100 points, as will the applicant with the highest number of jobs. Remaining projects will receive a proportionate share of the full points for population and jobs, respectively. As an example for population, projects will score equal to the existing population within 1 mile of the project being scored divided by the project with the highest population within 1 mile multiplied by the maximum points available for the measure (100). For example, if the application being scored had 1,000 people within 1 mile and the top project had 2,000 people, this applicant would receive  $(1,000/2,000)*100$  points or 50 points.

- A. Existing population: 100 Points
- B. Existing employment: 100 Points

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

The highest-scoring application for this measure will be adjusted to receive the full 200 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 100 points and the top project had 180 points, this applicant would receive  $(100/180)*200$  points or 111 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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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 (250 Points)

This criterion addresses the project's ability to overcome barriers or system gaps through completion of a [Critical Bicycle Transportation Link](#), or through implementing new or improved Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings (MRBBC) as defined in the 2040 TPP. In addition to providing critical links, projects will be scored on their ability to correct deficiencies and improve the overall safety/security of an existing facility or expand safe biking opportunities with a future multiuse trail or bicycle facility.

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

A. **MEASURE:** Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities. (100 Points)

**Note:** For this criterion, applications will be given the higher of the Part 1 and Part 2 scores as described below. Applicants are encouraged to complete both Parts 1 and 2. If applicants for projects involving Tier 1 regional barriers or Major River Bicycle Barrier Crossings **choose not to complete Part I, it is recommended that they first confirm with Council staff** the Tier 1 or MRBBC status of the project location.

**PART 1:** Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions. Specifically, describe how the project would accomplish the following: **Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.**

Bike system gap improvements may include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
  - Providing a safer, more protected on-street facility or off-road trail;

- Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
- Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.

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

**PART 2:** Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

### DEFINITIONS:

**Regional Bicycle Barrier Crossing Improvements** include crossings of barrier segments within the “Regional Bicycle Barrier Crossing Improvement Areas” as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

**Major River Bicycle Barrier Crossings** include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows:

- Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings:  (100 Points)
- Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments:  (75 Points)
- Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments:  (50 Points)
- Crossings of non-tiered Regional Bicycle Barrier segments:  (25 Points)
- No improvements to barrier crossings  (0 Points)

Projects that improve crossings of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs) :  (+15 Points)

**SCORING GUIDANCE** (100 Points)

Project scores for Criterion 4.A will be the **higher of the Part 1 and Part 2 sub-scores**, to be determined as follows:

Part 1 (Qualitative Assessment): The project that best closes a bicycle network gap, provides a facility that crosses or circumvents a physical barrier, and/or improves continuity or connections between jurisdictions will receive the full 100 points. Remaining projects will receive a share of the full points at the scorer's discretion. Multiple projects may receive the highest possible score of 100 points based on this assessment. Projects should be compared and rated irrespective to the assigned scores they may receive under Part 2.

**OR**

Part 2: (Quantitative Assignment): Scorer will assign points based on the project's standing in relation to the Regional Bicycle Barrier Crossing Improvement Areas and Major River Bicycle Barrier Crossings as follows:

- Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & Major River Bicycle Barrier Crossings (100 points)
- Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments (75 Points)
- Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments (50 Points)
- Crossings of non-tiered Regional Bicycle Barriers (i.e., barrier segments that are outside of the Regional Bicycle Barrier Crossing Improvement Areas) (25 Points)
- For projects that do not create or improve a regional or major river bicycle barrier crossing, Part 2 is not applicable and the score for Part 1 will be used as the project score for this measure.

Projects that improve crossings of multiple Regional Bicycle Barriers will receive 15 bonus points in addition to their Tier 2, Tier 3, or non-tiered regional barrier segment-based points. (This does not apply to Tier 1 barrier crossings or MRBBC projects which already receive the maximum points possible.)

- 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. (150 Points)

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

**MULTIUSE TRAILS/BICYCLE FACILITIES SCORING GUIDANCE** (150 Points)

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

- A. For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportional share between 76 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): 76 to 150 Points
- B. For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 100 points while other projects will receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points

**5. Multimodal Elements and Connections (100 Points)**

This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

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

**RESPONSE:** (400 words or less):

**SCORING GUIDANCE** (100 Points)

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



## 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](mailto: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  $(40/70) \times 130$  points or 74 points.

**7. Cost Effectiveness (100 Points)**

This criterion will assess the project’s cost effectiveness based on the total TAB-eligible project cost and total points awarded in the previous 6 criteria.

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

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

- Total Project Cost (entered in Project Cost Form): \_\_\_\_\_ (automatically calculated)
- Enter amount of Noise Walls: \_\_\_\_\_
- Points Awarded in Previous Criteria: \_\_\_\_\_ (entered by Metropolitan Council staff)

**SCORING GUIDANCE** (100 Points)

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

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

**TOTAL: 1,100 POINTS**

# Pedestrian Facilities (Sidewalks, Streetscaping, And ADA)

## Prioritizing Criteria and Measures

November 17, 2021

**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
<b>1. Role in the Regional Transportation System and Economy</b>	<b>150</b>	<b>14%</b>
Measure A - Connection to Jobs and Educational Institutions	150	
<b>2. Potential Usage</b>	<b>150</b>	<b>14%</b>
Measure A - Existing population within ½ mile	150	
<b>3. Equity and Affordable Housing</b>	<b>120</b>	<b>11%</b>
Measure A – Engagement	36	
Measure B – Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
<b>4. Deficiencies and Safety</b>	<b>300</b>	<b>27%</b>
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies corrected or safety problems addressed	180	
<b>5. Multimodal Facilities and Existing Connections</b>	<b>150</b>	<b>14%</b>

Criteria and Measures	Points	% of Total
Measure A - Transit or bicycle elements of the project and connections	150	
<b>6. Risk Assessment/Public Engagement</b>	<b>130</b>	<b>12%</b>
Measure A - Risk Assessment Form	130	
<b>7. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

### 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  $(1,000/1,500) \times 150$  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  $(1,000/1,500) \times 150$  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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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 (300 Points)**

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

- 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. (120 Points)

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

**SCORING GUIDANCE** (120 Points)

The applicant will receive up to 120 points if the response shows that the project overcomes a physical barrier or system gap. The project that most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not fulfill the intent of the measure will receive 0 points.

- B. **MEASURE:** Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. 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** (180 Points)

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

For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 180 points. The other projects in this category will receive a proportional share between 101 and 180 points (i.e., a project that reduces one-half of the crashes of the top project would receive 150 points): 101 to 180 Points

For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project’s ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project’s ability to correct deficiencies. The top project will receive 120 points based on the quality of the project and response: 0 to 120 Points

## 5. Multimodal Elements and Connections (150 Points)

This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

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

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

### SCORING GUIDANCE (150 Points)

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

## 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](mailto: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/archeological 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: 1,100 POINTS**

# Safe Routes to School Infrastructure

## Prioritizing Criteria and Measures

November 17, 2021

**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
<b>1. Relationship between Safe Routes to School Program Elements</b>	<b>250</b>	<b>23%</b>
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	
<b>2. Potential Usage</b>	<b>250</b>	<b>23%</b>
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
<b>3. Equity and Affordable Housing</b>	<b>120</b>	<b>11%</b>
Measure A – Engagement	36	
Measure B – Equity population benefits and impacts	48	
Measure C – Affordable housing access	36	
<b>4. Deficiencies and Safety</b>	<b>250</b>	<b>23%</b>
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety problems addressed	150	
<b>5. Risk Assessment/Public Engagement</b>	<b>130</b>	<b>12%</b>
Measure A - Risk Assessment Form	130	
<b>6. Cost Effectiveness</b>	<b>100</b>	<b>9%</b>
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
<b>Total</b>	<b>1,100</b>	

\* 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  $(100/200) \times 150$  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  $(0.15/0.30) \times 170$  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  $(150/300) \times 80$  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:** Equity Population 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 Equity populations. 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 Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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 (250 Points)**

This criterion addresses the project’s ability to improve the overall safety of the proposed project area. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

- A. **MEASURE:** Reference the “Project to RBTN Orientation” map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian/bicycle network serving a K-12 school. The applicant should include a description of barriers and gap improvements for the project in context with the existing bicycle or pedestrian network serving the school(s). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane

highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle and pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

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

Upload the “Project to RBTN Orientation” map.

**SCORING GUIDANCE** (100 Points)

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

- B. **MEASURE:** Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility or within the project site. Address how these improvements will make bicycling and walking to the school a safer and appealing transportation alternative. Include any available project site-related safety data (e.g., crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. 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. Qualitative data from parent surveys, other internal survey data, or stakeholder engagement supporting the safety/security improvements or deficiencies should also be addressed.

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

**SCORING GUIDANCE** (150 Points)

The applicant will receive points as demonstrated below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place each project into one of the two categories below based on whether or not crash data or other qualitative data is cited as part of the response. Improvements that are supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement will be scored highest. The project with the most extensive improvements will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer’s discretion.

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Applicant also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency, supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportionate share between 76 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 113 points): 76 to

150 Points

For applicants that do not provide actual bicycle and pedestrian crash data. Note, the applicant must still demonstrate the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/car, pedestrian/car, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 75 points while other projects will receive a portion of the 75 points based on the quality of the project and response: 0 to 75 Points.

### 5. Public Engagement/Risk Assessment (130 Points)

This criterion measures the planned public engagement, the number of risks associated with the project, and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

- A. **MEASURE:** 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](mailto: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  $(.00025/.0005) \times 100$  points or 50 points.

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

**TOTAL: 1,100 POINTS**

# UNIQUE PROJECTS FUNDING CATEGORY

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	To be updated
Application of Interest Form Due	To be updated
Consultation with Applicants	To be updated

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 be innovative by using new approaches to existing or emerging challenges.

**RESPONSE:** (Limit 1,400 characters; approximately 200 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 have a regional impact or how it could be expanded to more of the region.

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

6. Describe how the project will build partnerships or collaboration.

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

# UNIQUE PROJECTS

## Prioritizing Criteria and Measures

September 15, 2021

**Definition:** An innovative 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 five-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.

Criteria and Measures	% of Total	Excellent (5 pts)	Very Good (4 pts)	Good (3 pts)	Fair (2 pts)	Poor (1 pt)
<b>1. Innovation</b>	<b>28%</b>					
Measure A – New approach to existing and/or emerging challenge(s)						
<b>2. Environmental Impacts</b>	<b>21%</b>					
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						
<b>3. Racial Equity</b>	<b>18%</b>					
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						
<b>4. Multimodal Communities</b>	<b>13%</b>					
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						

Criteria and Measures	% of Total	Excellent (5 pts)	Very Good (4 pts)	Good (3 pts)	Fair (2 pts)	Poor (1 pt)
Measure C – Support first- and last-mile solutions for people connecting to places they need to go						
<b>5. Regional Impact/Scalability</b>	<b>11%</b>					
Measure A – Regional impact Measure B – Expandability						
<b>6. Partnerships</b>	<b>9%</b>					
Measure A – Stakeholder groups involved in project development Measure B – Match contribution						
<b>Total</b>	<b>100%</b>					

## 1. Innovation (28% of Total)

This criterion measures how a project uses new approaches to address existing or emerging challenges in transportation for the region.

- A. **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. Regional Impact/Scalability (11% of Total)

This criterion measures the regional impact of the project or how it could be expanded to more of 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 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.

## 6. 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.

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** April 20, 2023

**Date:** April 13, 2023

## Action Transmittal: 2023-27

2024 Regional Solicitation: Release for Public Comment

**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)

Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

### Requested Action

Approve the draft 2024 Regional Solicitation for release for public comment.

### Recommended Motion

That the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approval of the draft 2024 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2023-22 through 2023-27) for release for public comment.

### Background and Purpose

Staff requests that TAB release the draft 2024 Regional Solicitation package for review and public comment. This package will solicit funding through the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation and Air Quality Improvement (CMAQ) program, Carbon Reduction program (pending further TAB and Council input), and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. The Regional Solicitation will be released for a 30-day comment period, tentatively scheduled for May 19 to June 23. After the public comment period, a revised draft solicitation package will be prepared for TAB's July meeting.

### Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

### Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	May 3, 2023
Transportation Advisory Board	Review & Adopt	May 17, 2023





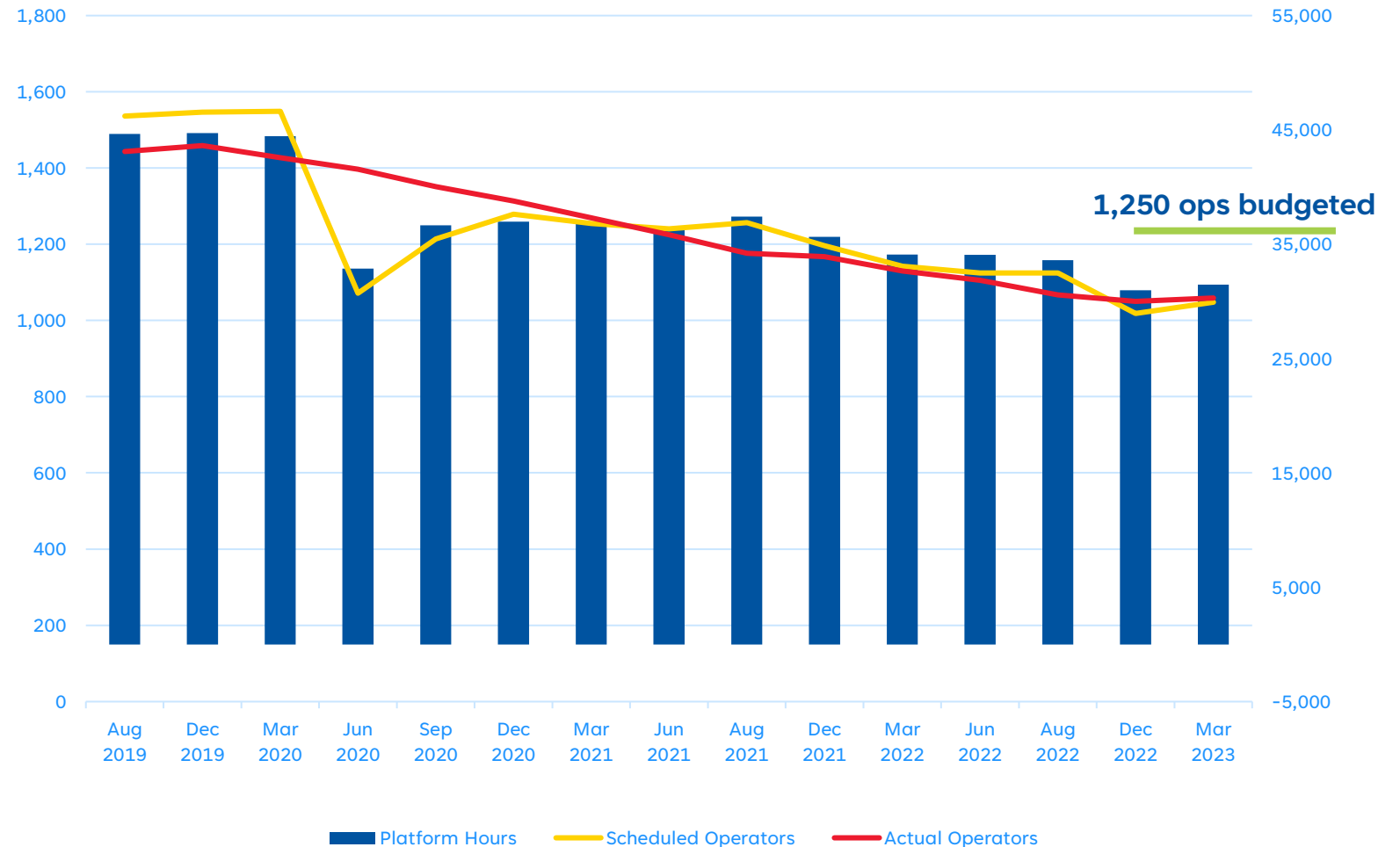
# Service changes 2020-Dec 2022 and beyond

Adam Harrington | Director Service Development

# Metro Transit Bus operator workforce and service

August 2019, 100% system service hours

Jun 2020	74%
Sep 2020	82%
Dec 2020	83%
Mar 2021	83%
Jun 2021	82%
Aug 2021	84%
Dec 2021	80%
Mar 2022	76%
Jun 2022	76%
Aug 2022	75%
Dec 2022	69%
Mar 2023	70%



# Adjusting requirements & resources

- Removed High School/GED requirement
- Commercial Learner Permit (CLP) assistance
- Mentorship program
- Professional Operator Development (POD)
- Leadership Academy
- Self protection course
- 2 year probation
- Red Kite support



# Wage and bonus increase

- Bus Operators:
- Oct 12 Council Approved
- \$26.16/hr start, \$27.80 after 1<sup>st</sup> year
- Hiring bonus up to \$5,000
- [www.metrotransit.org/drive](http://www.metrotransit.org/drive)

We're hiring bus drivers!



Have a question about the bus driver position or how to apply?  
Text your question to 612-444-1161.

Join us at our upcoming Hiring Events!

**Saturday, Nov. 5**

9 a.m. to noon

**Wednesday, Nov. 9**

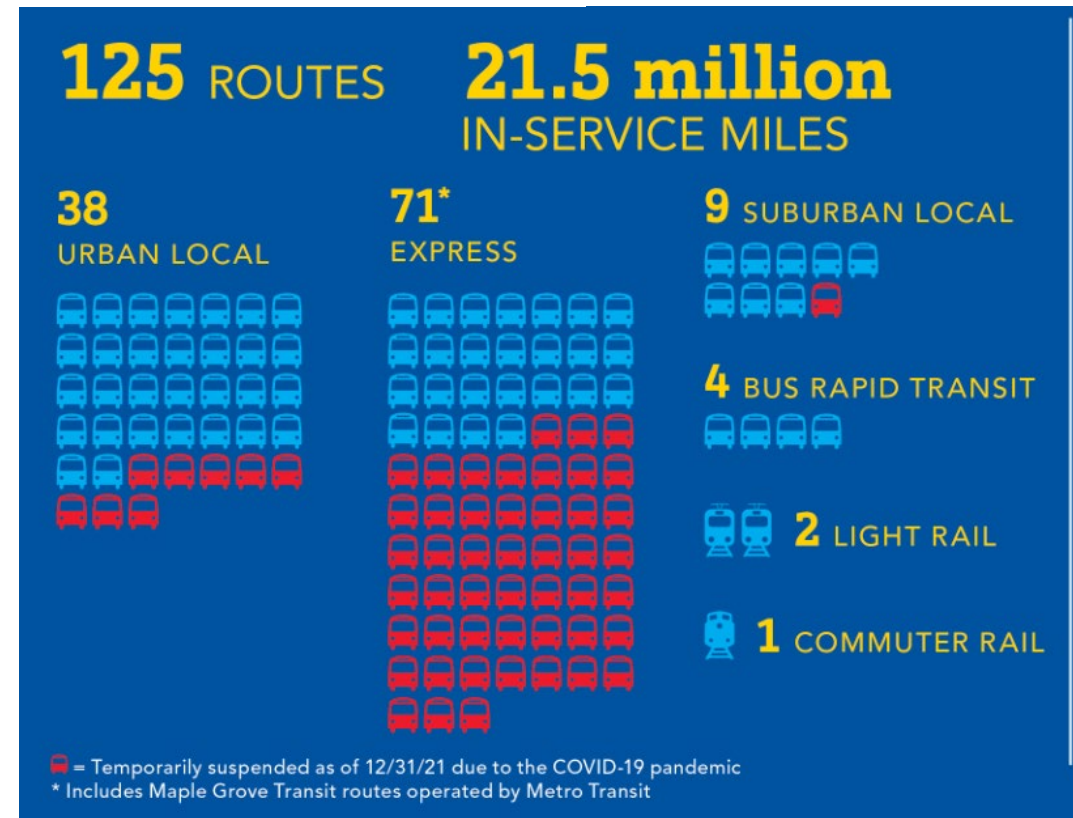
4 to 7 p.m.

**WHERE:** Metro Transit Instruction Center, 725 North 7th Street, Minneapolis

Parking is limited; take transit to the event (served by routes 5, 9, 22, and METRO C Line) Use our [Trip Planner](#) to find your best route.

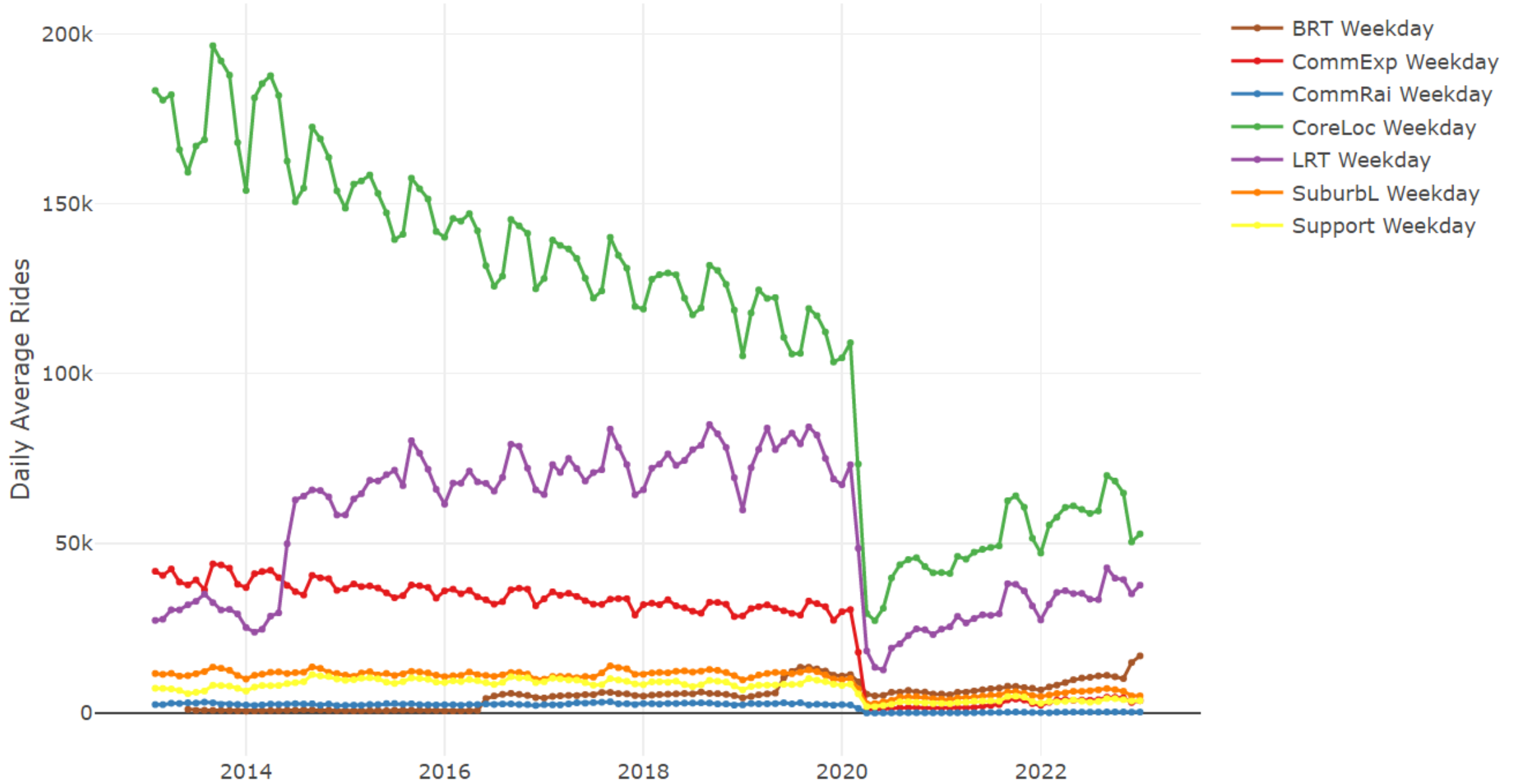
## Guiding principles

- Maintain the reliability of our scheduled service
- Identify service where customers have an alternative (route, frequency or auto)
- Minimize ridership impact/capacity
- Balance network frequency and coverage
- Evaluate service changes with an eye towards reducing impact on low-income communities and communities of color



- 164 routes, including 39 contracted
- 67 suspended routes, including 12 contracted

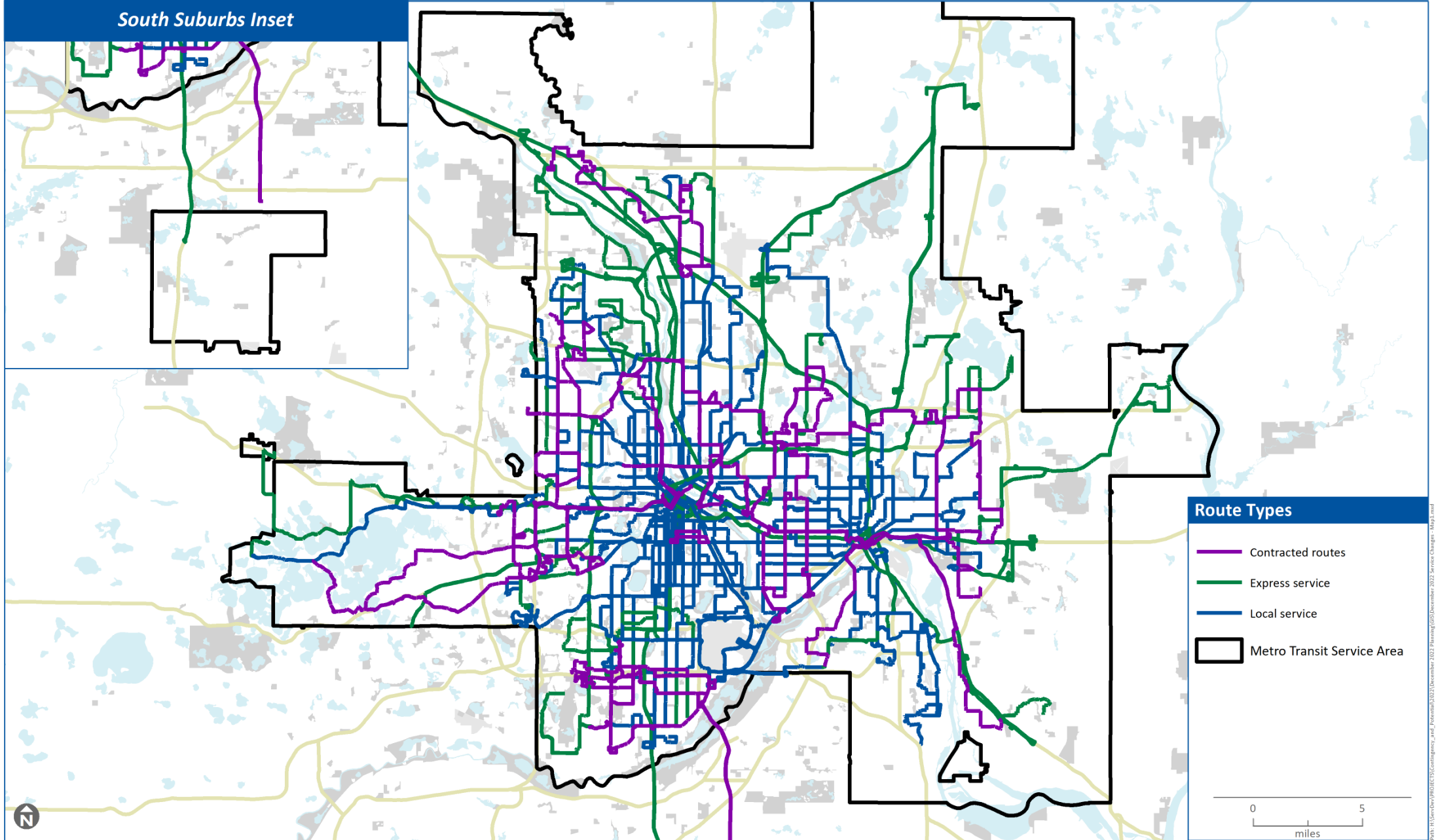
Trend Over Time of Route(s): , BRT, CommExp, CommRai, CoreLoc, LRT, SuburbL, Support





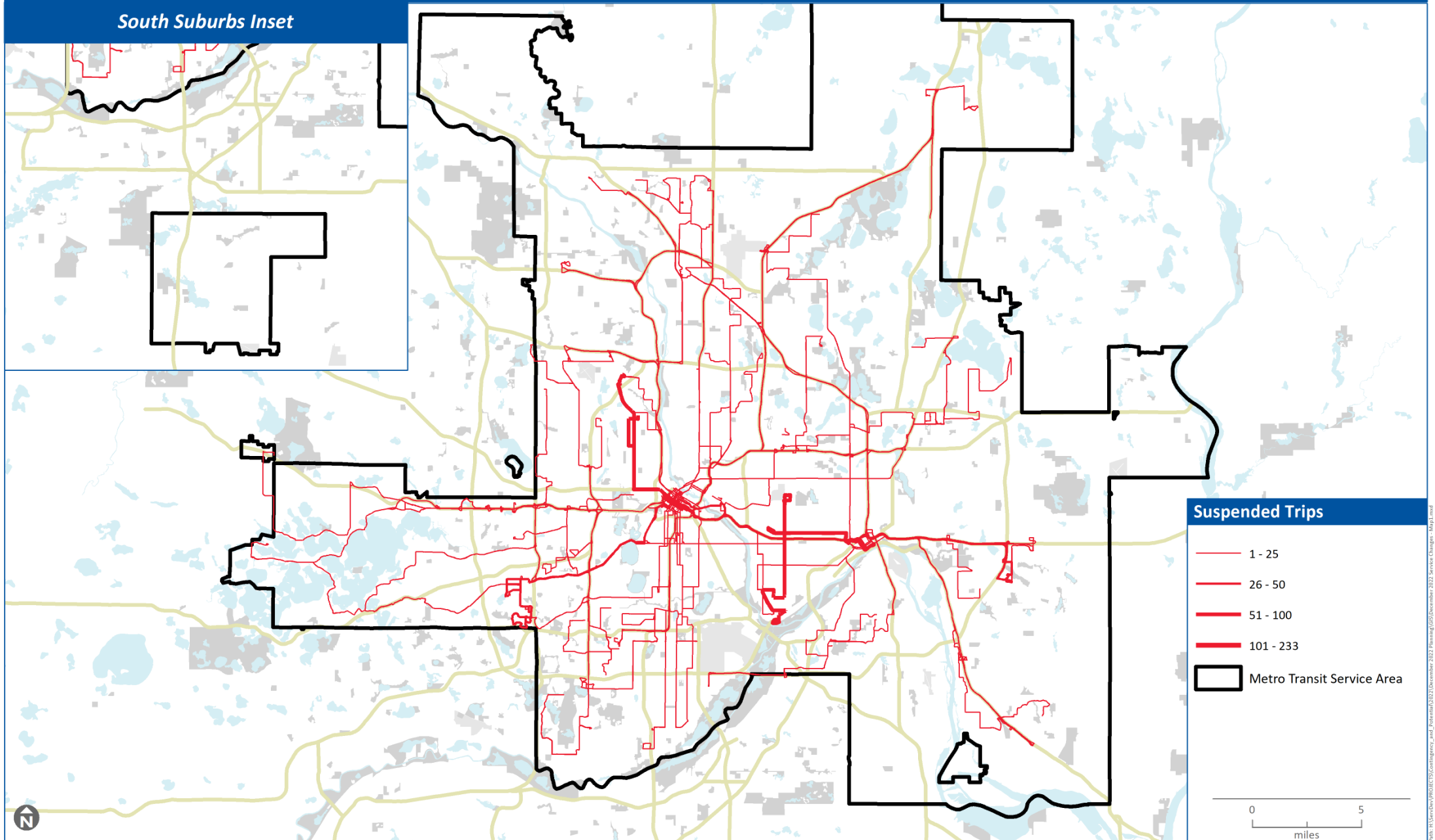
# Service in August 2019

South Suburbs Inset



# Weekday Route and Segment Suspension as of August 2022

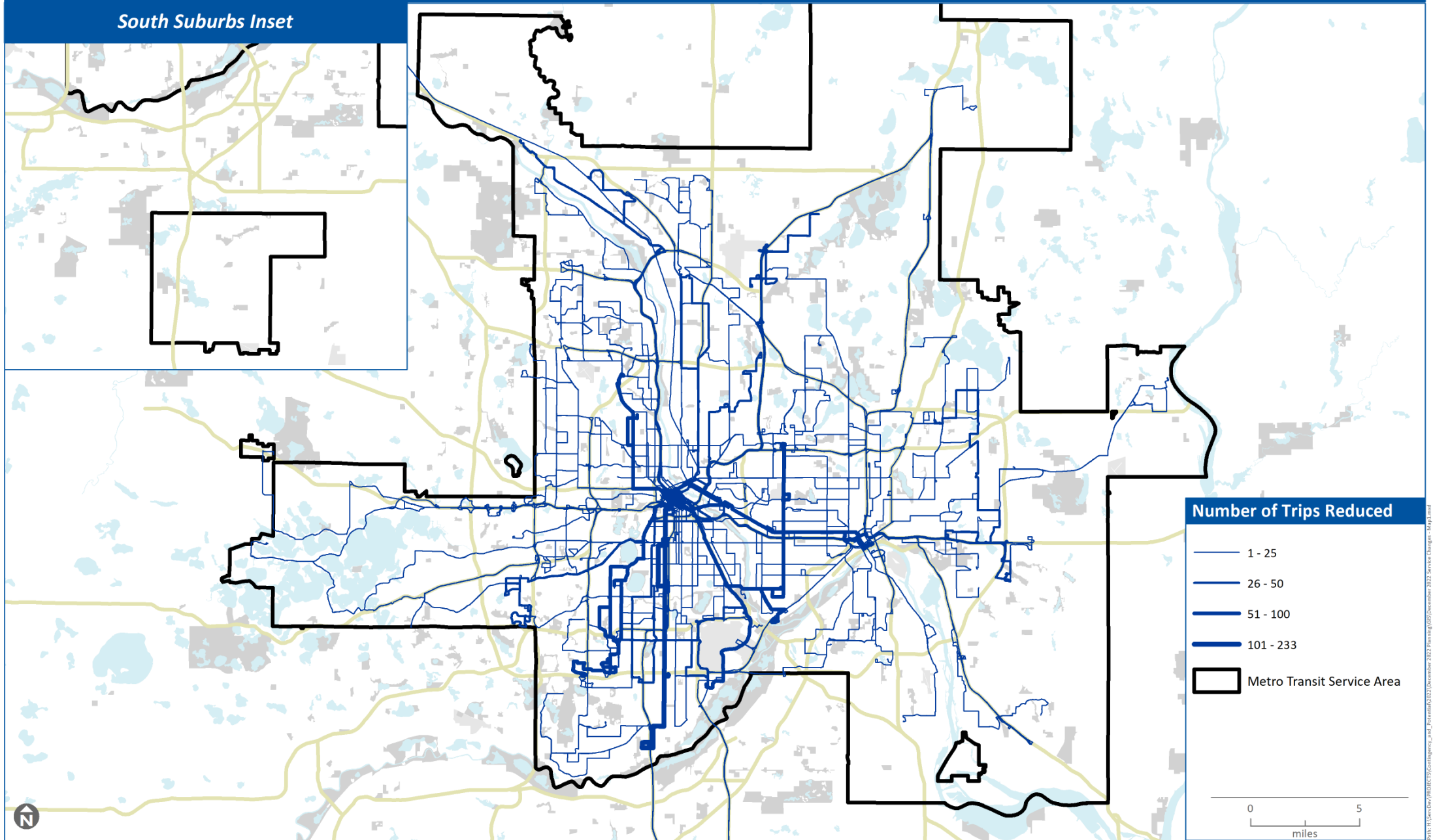
South Suburbs Inset





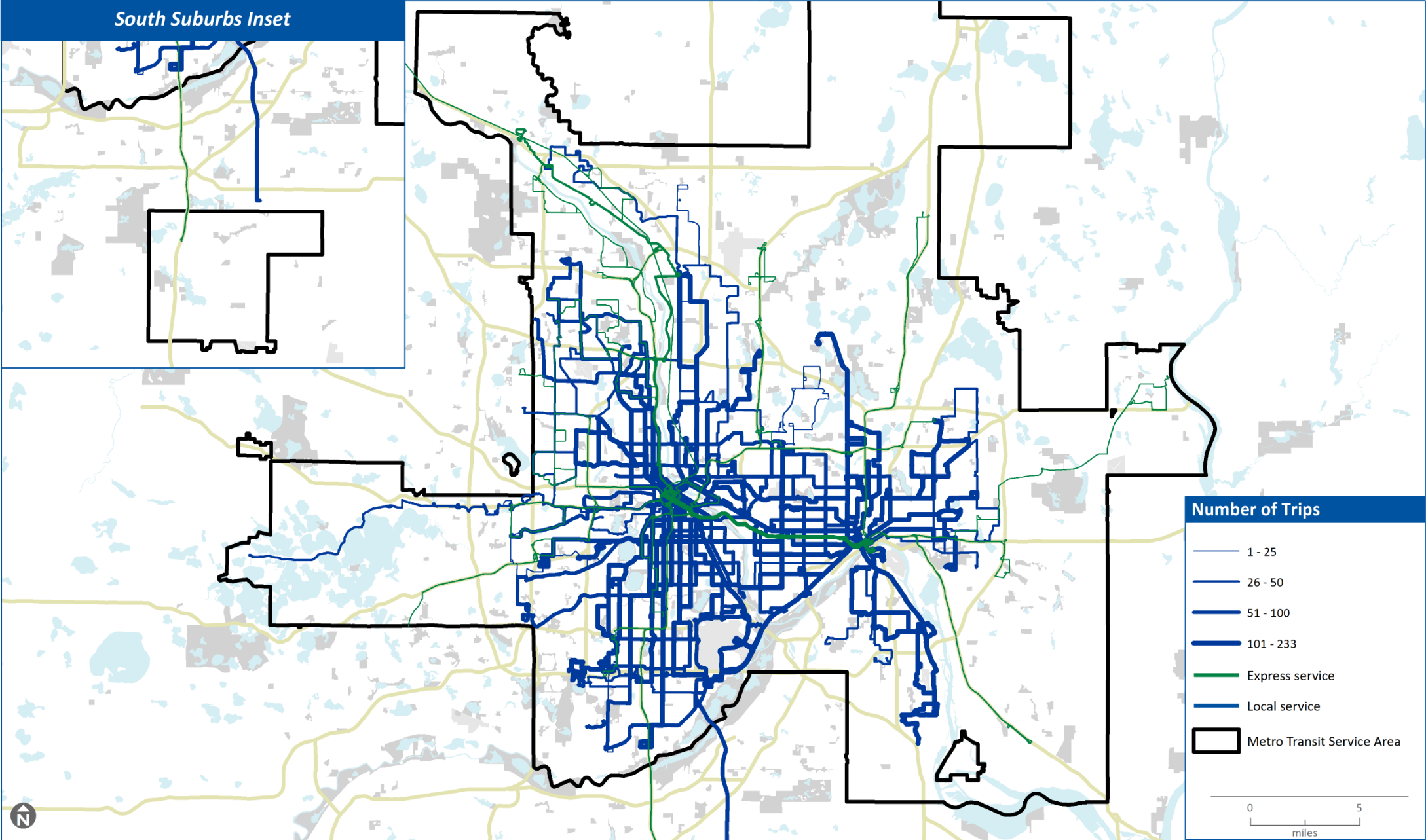
# Weekday Trips Reduced from August 2019 to August 2022

South Suburbs Inset



# Weekday Service as of August 2022 by Type

South Suburbs Inset



# Schedule change info

- [News & Events \(metrotransit.org\)](https://metrotransit.org)
- Communications
  - Cities, local gov part
  - Schedules available
  - On bus, bus stops fo  
suspended service
  - Field staff
  - Connect



## Quarterly service changes begin Saturday, Dec. 3



On Dec. 3, Metro Transit will make changes to transit service throughout the metro. These planned quarterly service changes are being made to maintain reliability amid an ongoing driver shortage.

We will maintain the reliability of our scheduled service using these criteria:

- Maintain the reliability of our scheduled service
- Identify service where customers have an alternative (route, frequency or auto)
- Minimize ridership impact/capacity
- Balance network frequency and coverage
- Evaluate service changes with an eye towards reducing impact on low income communities and communities of color

[Sign up for alerts →](#)

[Need Help?](#)

## March 2023 schedule changes

- No reductions!
- Northloop Garage opening

# North Loop Garage Opening

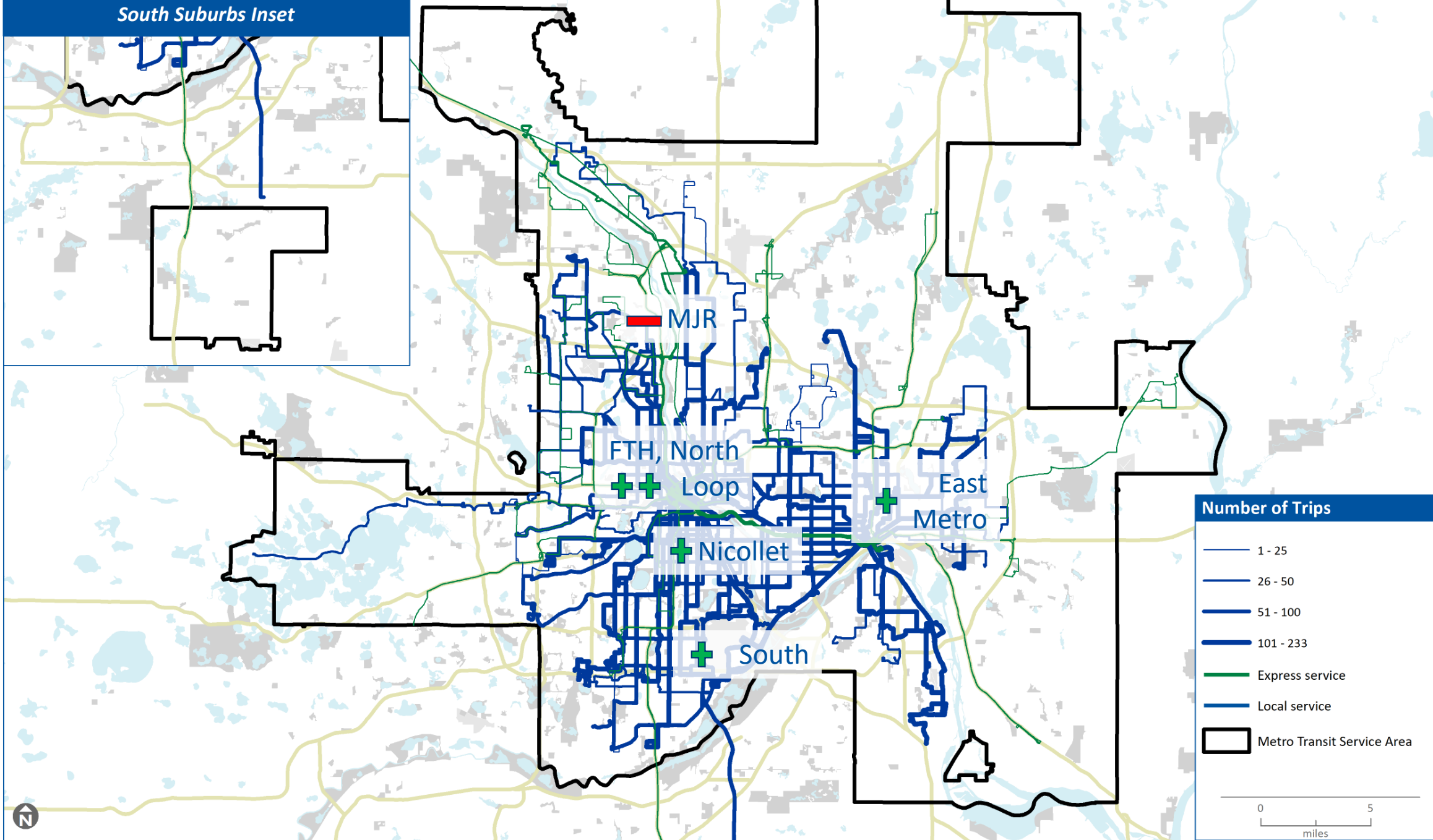
- January- March 2023
  - Final Commissioning and punch list work
  - Equipment delivery and set up, fluid and parts delivery, final set up-testing technology systems
  - Internal coordination and assignments on going
- March 18, 2023
  - Begin daily operations from new garage.



View of North Loop Garage exterior



# South Suburbs Inset



### Number of Trips

- 1 - 25
- 26 - 50
- 51 - 100
- 101 - 233
- Express service
- Local service
- Metro Transit Service Area

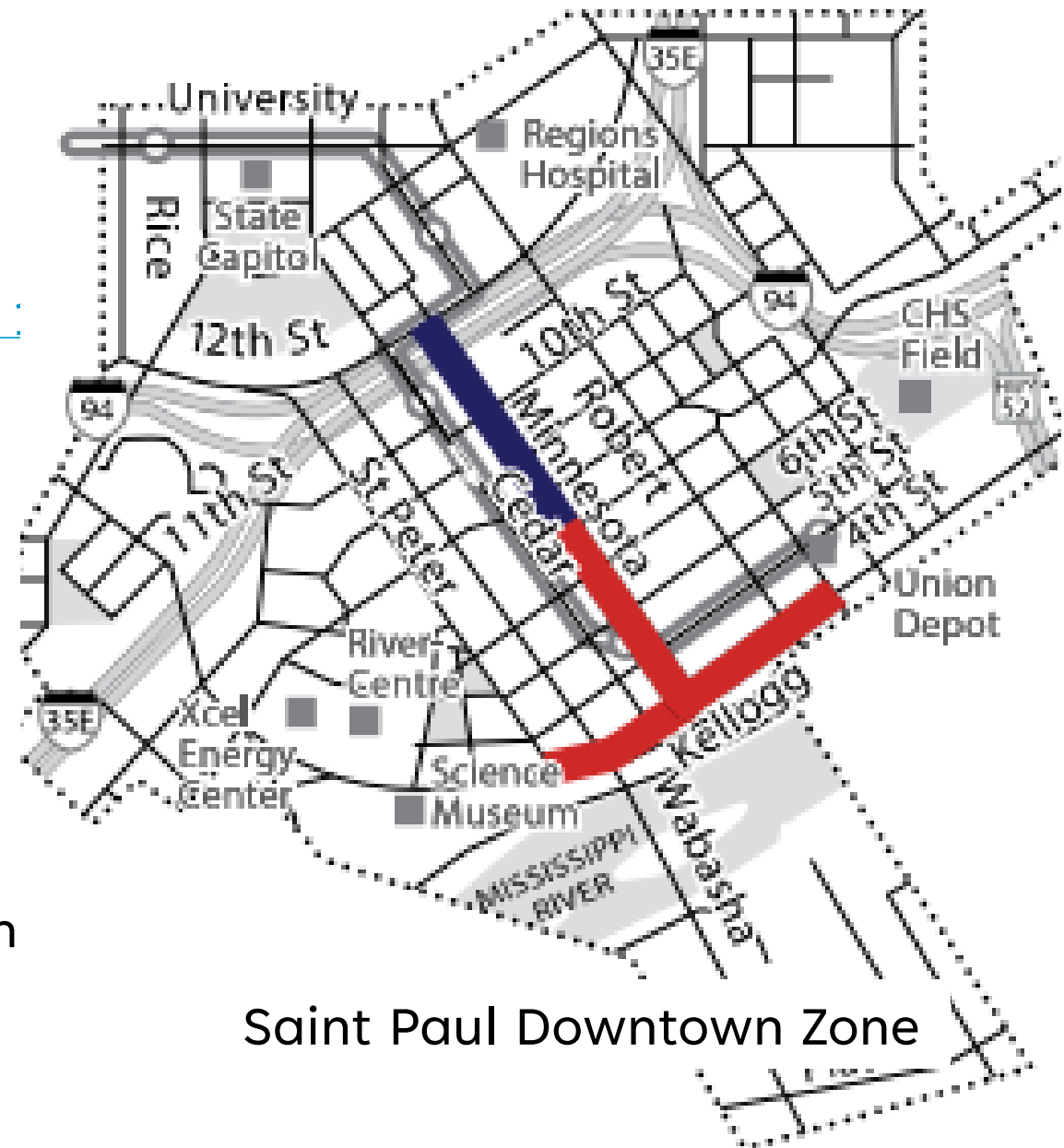
0 5 miles



**2023 construction project detours & other adjustments**

# Minnesota/Kellogg Detours

- Summer 2023 to Fall 2024 construction [Minnesota Street Reconstruction Phase](#) : [| Saint Paul Minnesota \(stpaul.gov\)](#)



- Routes 3, 62, 67, 71, and 75 detour from Cedar, Kellogg, and Minnesota to Robert and other streets

Saint Paul Downtown Zone



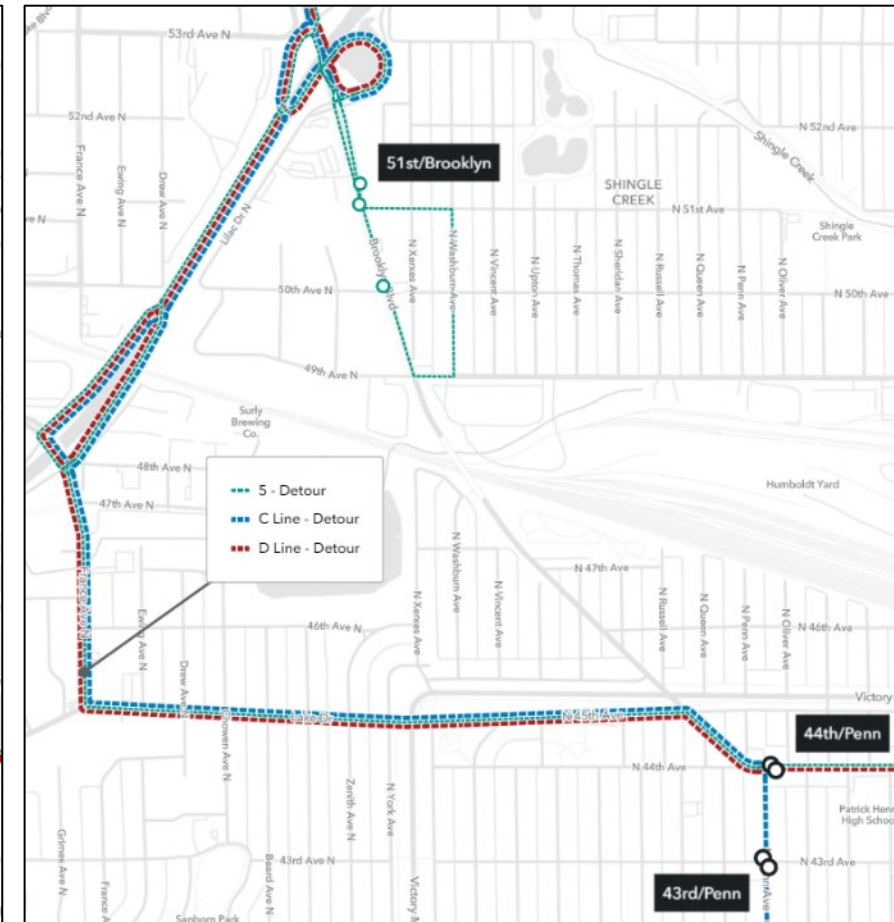
# Osseo Road Detours

- Summer 2023-2024 construction [Osseo Road reconstruction | Hennepin County](#)
  - Redecking the bridge
  - Safety and accessibility upgrades
  - Complete & Green Streets elements
- C and D Line detour via 45Ave, Lake, France, Hwy 100
  - Skip 51Av/Brooklyn Station
- Rt. 5 detour adds one-way loop via 49Ave, Washburn, 51Ave, Brooklyn
  - Serve 51Av/Brooklyn and additional stop for coverage

## Regular Alignments



## Detours



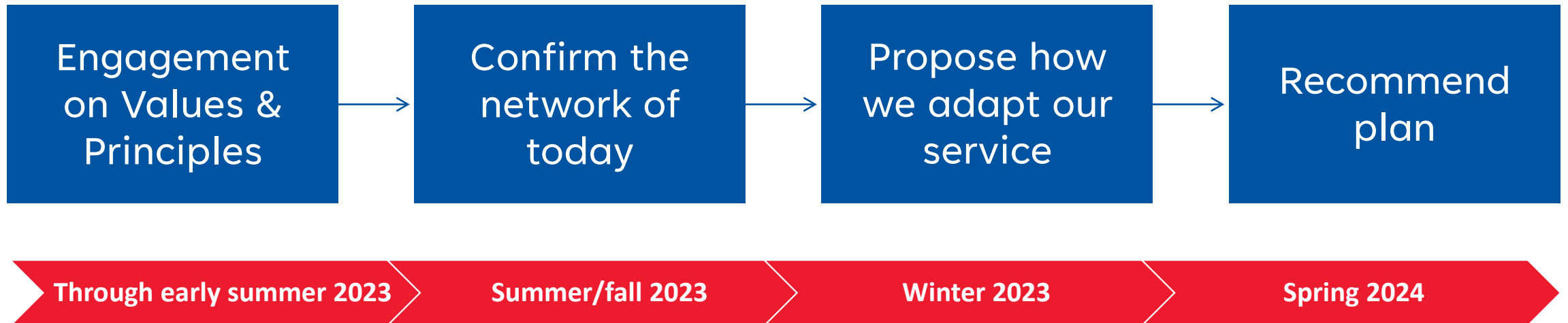
# Network Now

## Setting the course for the next five years

- Metro Transit network and level of service over the next five years
  - priorities
  - scenarios
- Framework for decision-making recognizing *constraints*



# Project phases



## What is included

- Changes to existing route service
- Frequency or span of existing and planned METRO lines
- Discontinued service and facility closures
- New or redesigned routes
- Speed and Reliability actions

## What is *not* included

- Changes to the construction or alignment of planned METRO lines
- New capital projects
- Fare policy changes
- Projects outside Metro Transit service area
- Long-term or regional planning
- Transportation Policy Plan revisions

# Community Involvement

- Transit values [Agency survey](#)
- Open for input March through mid-May
  - Companion survey for municipal and county staff and official to be distributed
- Community forums in April
  - Three events for partners
- Invite us to your community
- [www.metrotransit.org/network-now](http://www.metrotransit.org/network-now)





## **Workforce & Service changes March 2023**

Adam Harrington | Director Service Development

# 20-Year State Highway Investment Plan

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MINNESOTA GO

## Met Council Funding and Programming

April 20, 2023

# What are we planning for? What is MnSHIP?

SEPTEMBER 2022

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## 20-YEAR STATE HIGHWAY INVESTMENT PLAN



Identifying priorities for investing in state highways to maintain and improve the system over the next 20 years.

MINNESOTA **GO**



# What is MnSHIP?



Directs capital funding on the 11,703 miles of state highways



Budgets for estimated funding over 20 years



Identifies investments by categories but is not project specific



Part of the Minnesota GO Family of Plans



# Why does MnSHIP matter?

MnSHIP investment direction guides the planning of projects and improvements on the state highway system

MINNESOTA GO  
50-YEAR VISION

Statewide Multimodal  
Transportation Plan



20-Year State  
Highway Investment Plan



**10-YEAR CAPITAL HIGHWAY  
INVESTMENT PLAN (CHIP)**

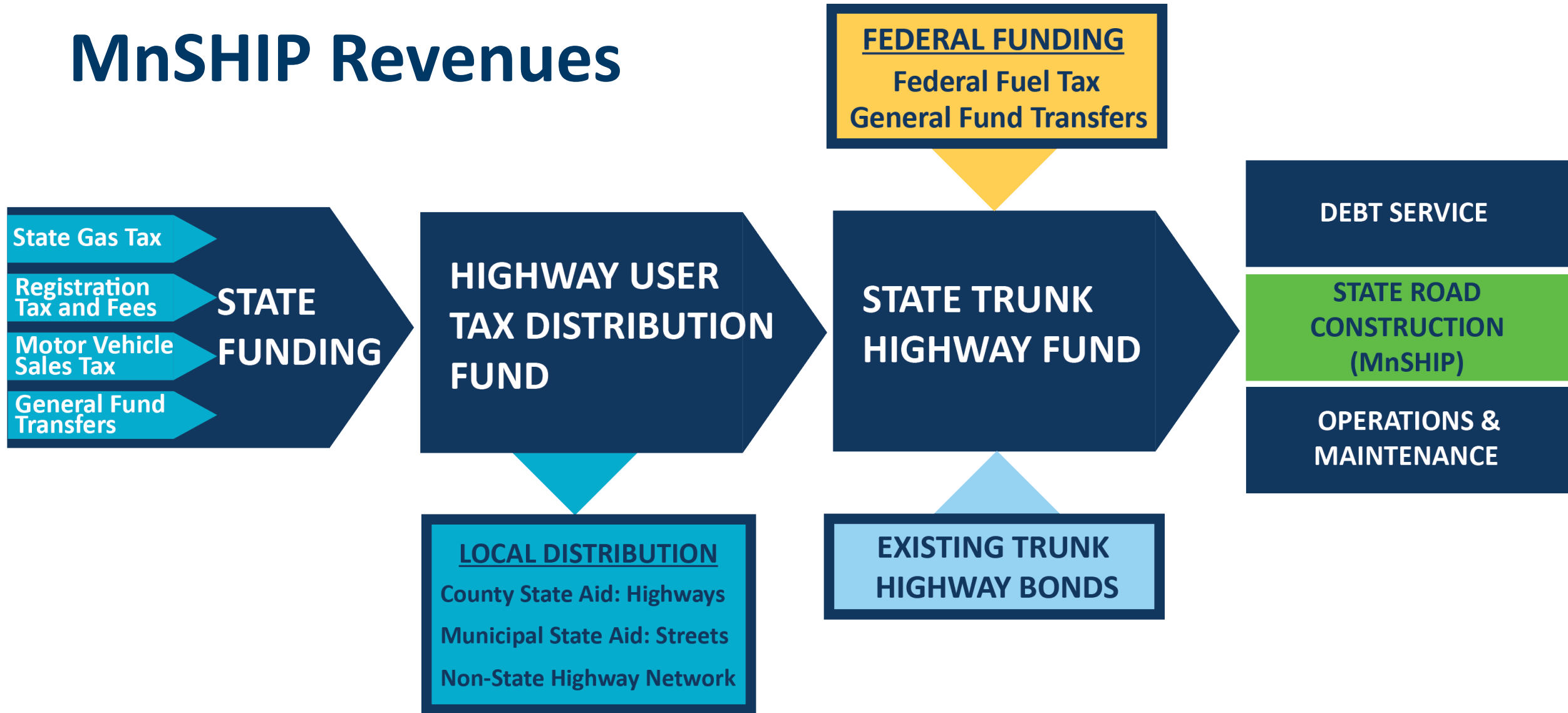
Project planning and development  
Updated annually

**4-YEAR STATE  
TRANSPORTATION  
IMPROVEMENT PROGRAM  
(STIP)**

Project design and its program

CONSTRUCTION

# MnSHIP Revenues





**How much revenue  
is estimated?**

**\$30-33 Billion**  
(2023-2042)



# MnSHIP Investment Categories

## SYSTEM STEWARDSHIP

Pavement Condition  
Bridge Condition  
Roadside Infrastructure  
Rest Areas

## CRITICAL CONNECTIONS

Highway Mobility  
Freight  
Pedestrian and Bicycle

## CLIMATE ACTION

Climate Resilience

## TRANSPORTATION SAFETY

Transportation Safety  
Advancing Technology

## HEALTHY EQUITABLE COMMUNITIES

Local Partnerships  
Main Streets/Urban Pavements

# 1<sup>st</sup> Public Engagement Period

- Ran from mid-July through early October
- Provided an overview on the available funding for the state highway system and context for investment trade-off discussion
- Two main questions
  - What would be your approach to investing in state highways?
    - Preferred approach – Short survey
    - Set a budget – Online highway budget tool
  - What types of improvements are most important?



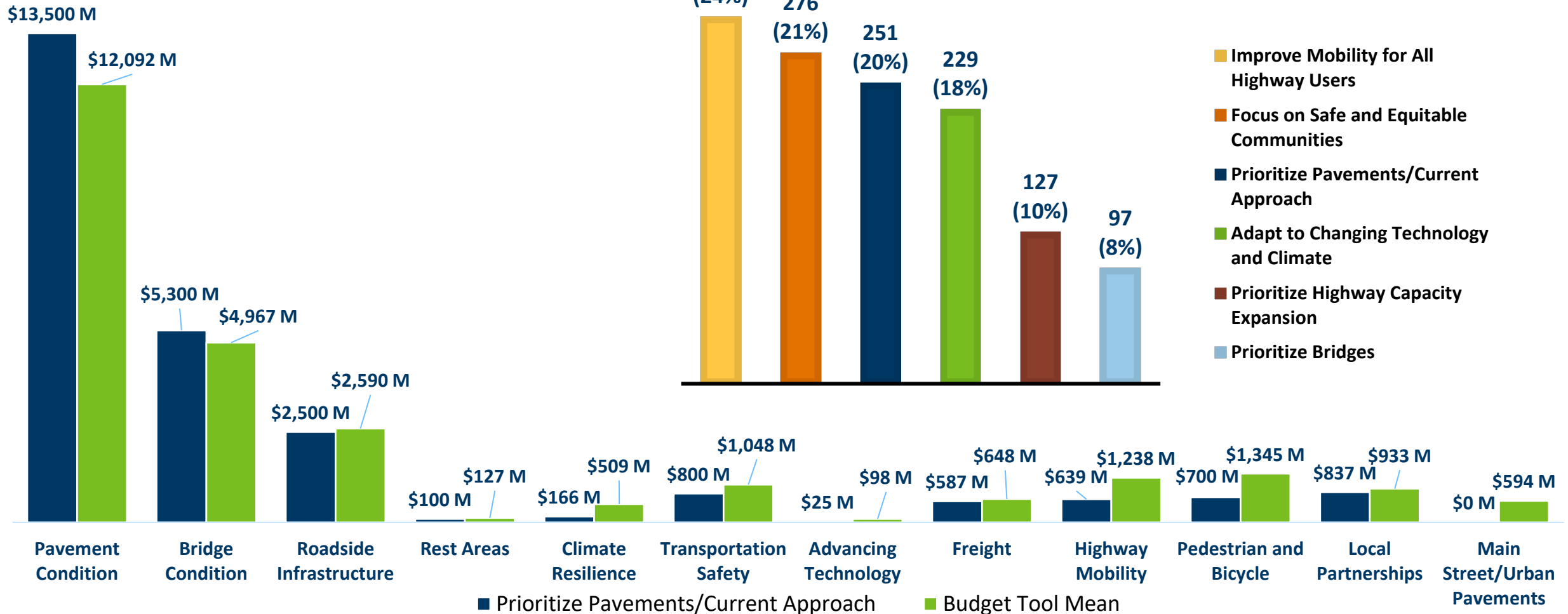
# Public and Stakeholder Engagement

## OVER 2,600 TOTAL RESPONSES!!!

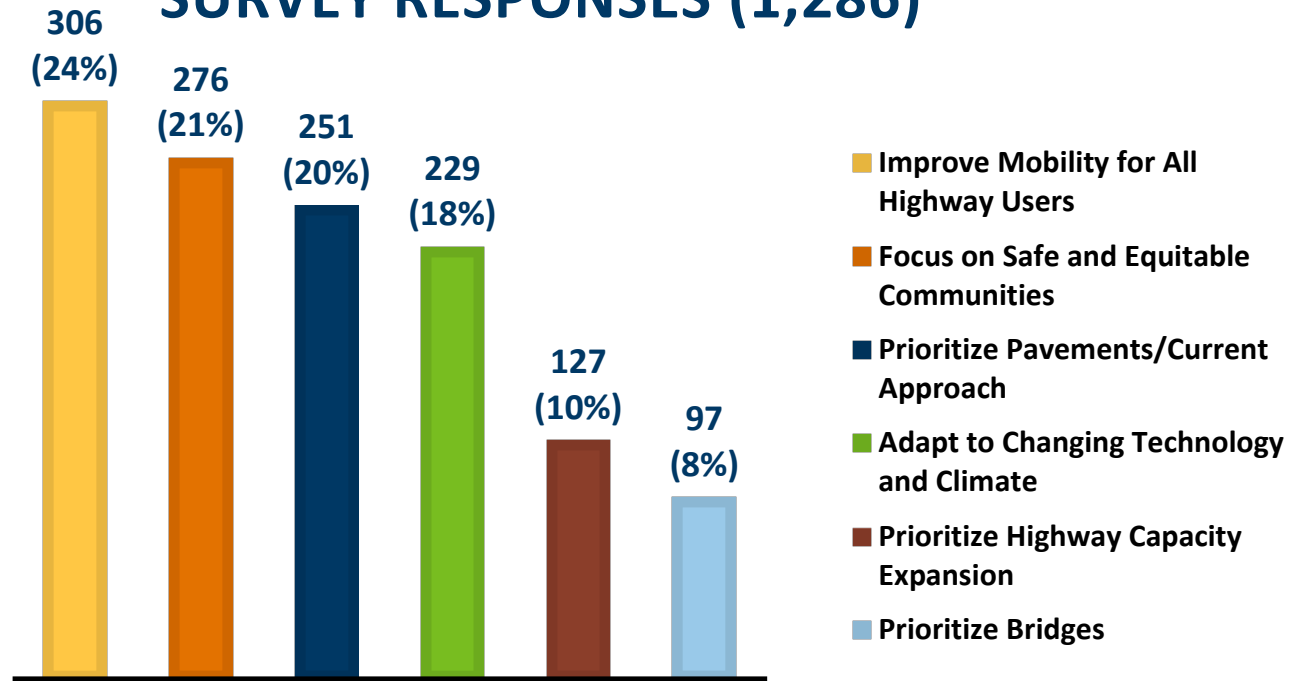
- **Online engagement(1,110 responses)**
  - Highway budget tool ([www.minnesotago.org/investment/](http://www.minnesotago.org/investment/))
  - Spread the word through presentations/briefings, community-based media ad buys and social media posts/boosts
- **Stakeholder engagement (353 responses)**
  - Email updates and presentations/briefings with MPOs, RDOs, ATPs, AMC, MPCA, and others
  - Collected responses through Menti survey during presentations
- **Community engagement (985 responses)**
  - Attended 17 community events (targeting culturally diverse events) and materials at 2 additional county fairs
  - Partnering with 4 community-based organizations in boosting responses and participation
- **Internal engagement (177 responses)**
  - Distributed short survey to internal MnDOT staff to gather feedback and priorities to compare against public and external stakeholder engagement

# Engagement Results

## ONLINE TOOL RESPONSES (1,110)



## SURVEY RESPONSES (1,286)



- Improve Mobility for All Highway Users
- Focus on Safe and Equitable Communities
- Prioritize Pavements/Current Approach
- Adapt to Changing Technology and Climate
- Prioritize Highway Capacity Expansion
- Prioritize Bridges

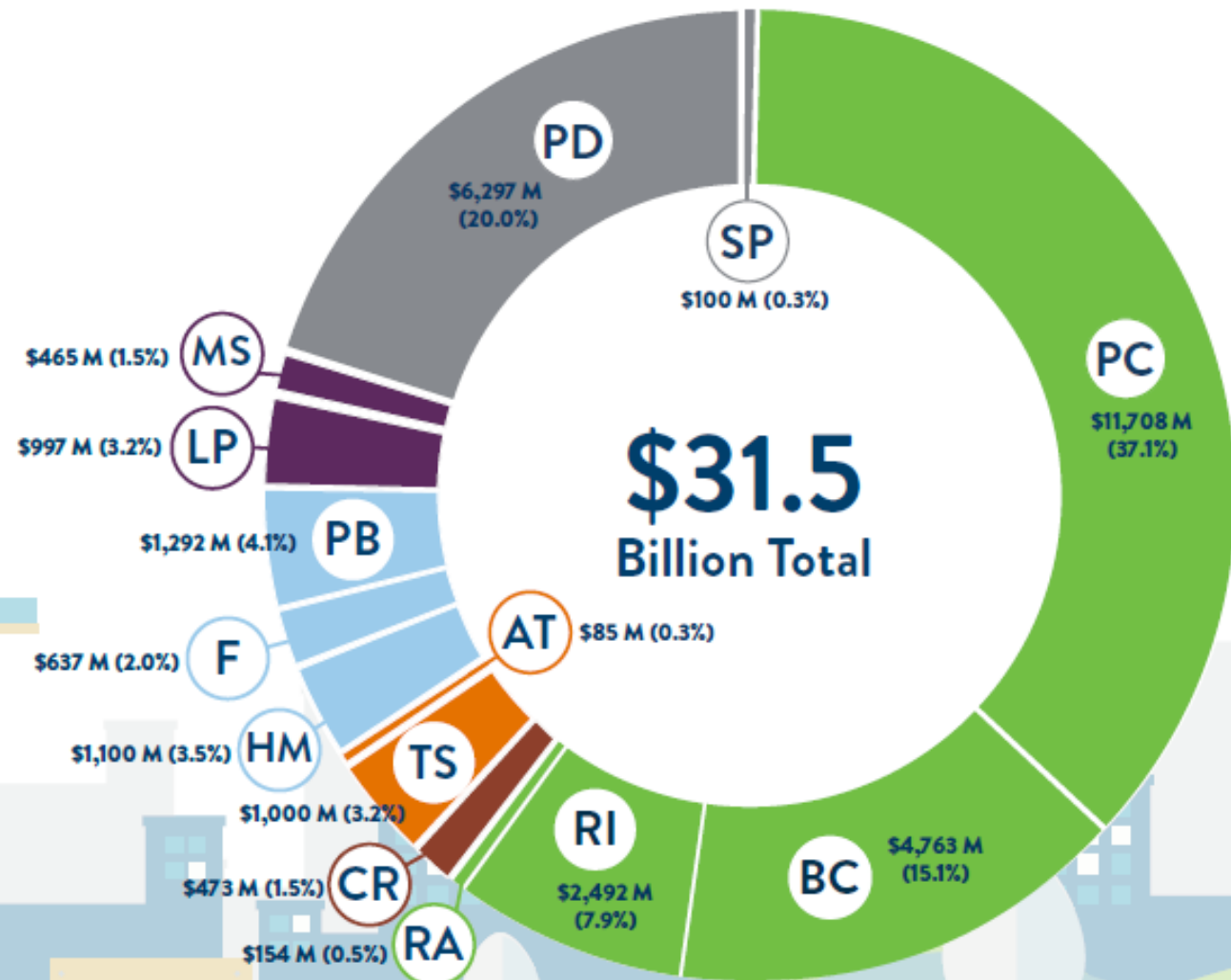


# Investment Direction Development

- Based on the average of all responses
  - In-person and stakeholder survey
  - Online budget tool
- Analyzed engagement results by demographic groups (gender identity, race/ethnicity) and geographic location
- Internal MnDOT review and approval

# Draft 20-Year Investment Direction - \$31.5 billion

Investment Category	
PC	Pavement Condition
BC	Bridge Condition
RI	Roadside Infrastructure
RA	Rest Areas
CR	Climate Resilience
TS	Transportation Safety
AT	Advancing Technology
HM	Highway Mobility
F	Freight
PB	Pedestrian and Bicycle
LP	Local Partnerships
MS	Main Streets/ Urban Pavements
PD	Project Delivery
SP	Small Programs



# Draft Investment Direction Themes

- Invest to maintain the existing system
- Improve mobility, accessibility, and safety for all
- Begin to adapt to a changing future
- Focus on communities and livability

# Invest to Maintain Existing System

## ~60% of investment towards maintaining the existing system

- Bridge Condition investment increased to manage bridge needs and risks
  - Meeting targets for bridges on National Highway System and nearly meeting targets on non-NHS
- Pavement and other roadside infrastructure outcomes in line with 2017 plan outcomes



# Improve Mobility, Accessibility, and Safety for All



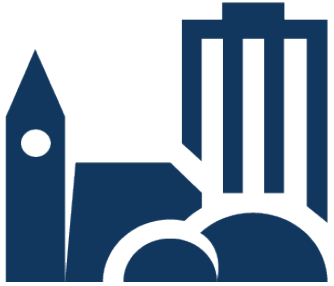
- Increased funding in ADA compliance by 2037
  - Sidewalks, curb ramps, signals
  - (NEW) Pedestrian bridges, multi-use trails, rest areas
- Address pedestrian and bicyclist network gaps and safety improvements (*new non-motorized safety program*)
- Focus on traffic management, localized mobility/safety, and adding E-Z Pass lanes
- Continue investing in freight mobility, safety, first/last mile improvements
- Invest in bus-only shoulders/ramps and improvements around transit stops on state highways

# Begin to Adapt to a Changing Future

- Restart flood mitigation program to address 10-12 locations
- Invest in proactive projects to prevent flooding, erosion, and highway weather-related disruptions
- Add or improve green infrastructure along 150-200 miles of state highways like shade trees, rain gardens, native planting and/or natural stormwater filtration systems
- Continue to invest in expanding the fiber network, new traffic cameras, dynamic message signs, and signal connectivity
- Pilot programs to invest in roadway improvements to integrate with changing vehicle technology



# Focus on Communities and Livability



- Create program to make up to 100 livability improvements such as:
  - Reuse of under bridge areas for community spaces
  - Better lighting and aesthetics
  - 1-3 smaller cap/stitches to improve connections between communities divided by state highways



- Invest in local priorities and local-led projects on state highways through the Local Partnership Program
- Support economic development opportunities through continued funding of the Transportation Economic Development Program



- Provide funding for urban reconstruction projects to provide more opportunities to address local priorities and concerns
- Set aside \$230 million to leverage funding grants and solicitations outside of MnSHIP funding such as federal RAISE grant program

**Give us your feedback!**

**Go to:**

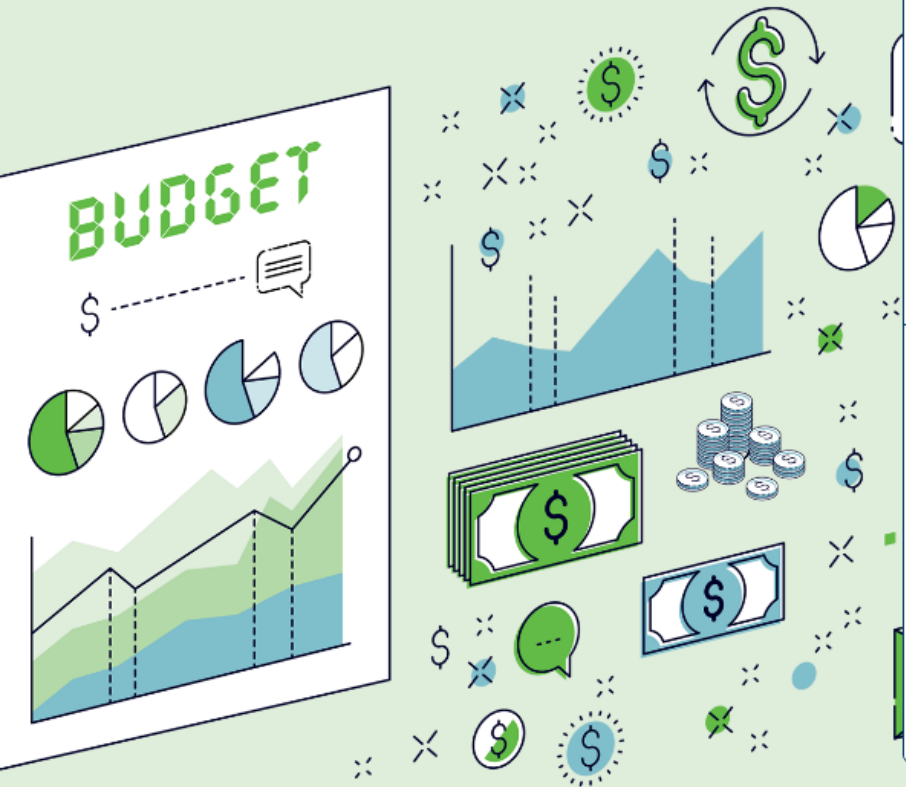
**[www.minnesotago.org/investment/](http://www.minnesotago.org/investment/)**



# Highway Budget Tool

**m** MINNESOTA STATE HIGHWAY INVESTMENT PLAN

## Minnesota State Highway Investment Plan



### Give us your feedback on Minnesota's state highway system investment

#### What is Minnesota's state highway system?

Click the map to see which roads make up the state highway system.

#### How did we come up with our planned investments?

MnDOT completed the first round of public engagement for the [Minnesota State Highway Investment Plan](#) in Fall of 2022. During the first round of public engagement, Minnesota state highway users provided important feedback on how they want to prioritize spending on the state highway system over the next 20 years. MnDOT used that information to develop a draft state highway investment direction. We need your help to finalize the state highway investment direction and tell us how you would spend additional dollars!



### Tell us about yourself!

Our goal is to get input from a wide range of people. We are collecting demographic information to identify who we're hearing from. Providing data is optional, however, by answering you will be helping MnDOT understand the needs and preferences of the diverse communities that MnDOT serves. Your responses will not be associated with you, personally.

Age

Are you of Hispanic descent?

What describes your racial/ethnic background?

What best describes how you think of yourself?

# Feedback on the draft investment direction

## Draft investment direction

Explore the pie chart below to see how we plan to spend our anticipated \$31.5 billion budget on the state highway system over the next 20 years. [Learn more about each investment category.](#)

### System Stewardship

- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Rest Areas

### Climate Action

- Climate Resilience

### Transportation Safety

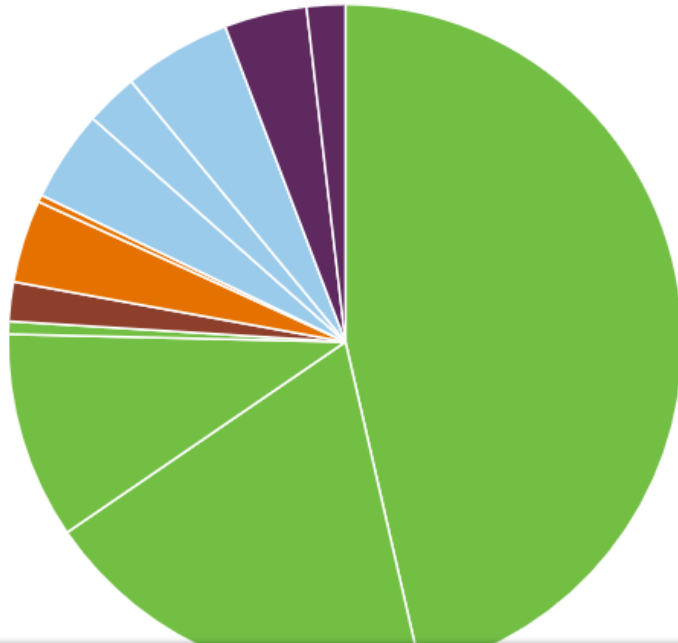
- Transportation Safety
- Advancing Technology

### Critical Connections

- Highway Mobility
- Freight
- Pedestrian and Bicycle

### Healthy Equitable Communities

- Local Partnerships
- Main Street/Urban Pavements



## SHARE YOUR INPUT:

## Tell us what you think about the draft investment direction

### How do you feel about the draft investment direction?

- I love it
- I like it
- I am lukewarm to it
- I don't like it
- I hate it

### Why do you feel this way? What would you adjust?


### Anything else you want us to know?

Submit


# Tell us your priorities for additional revenue

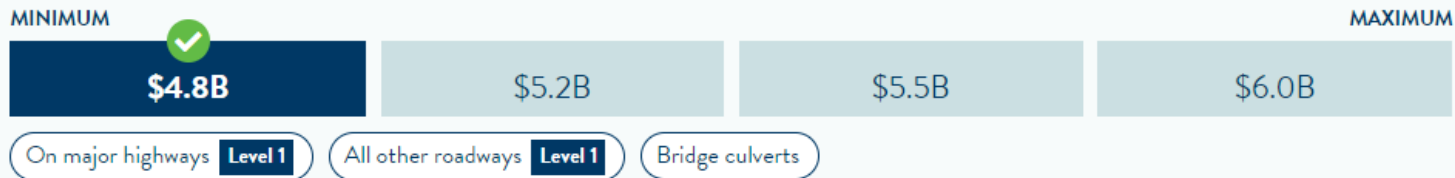
## Increased Revenue Scenario Budget Tool

Pick and choose spending levels for different categories below. You can spend up to \$5.5-6.5 billion. This total is MnDOT's increased revenue scenario.

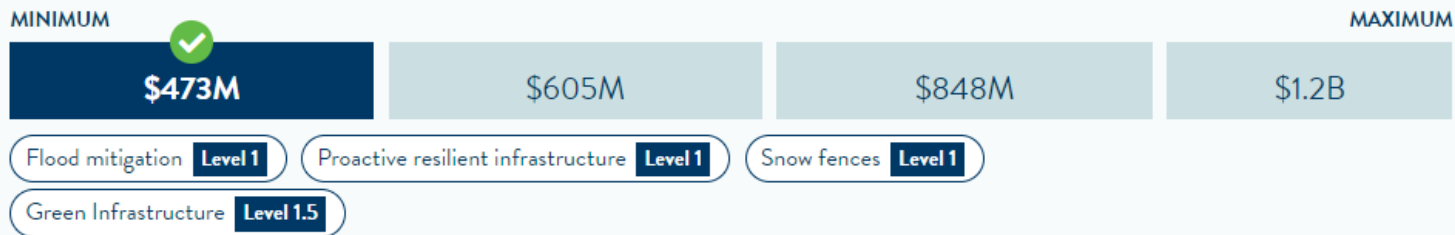
  
**Advancing Technology**  
[Learn more](#)



  
**Bridge Condition**  
[Learn more](#)



  
**Climate Resilience**  
[Learn more](#)



AVAILABLE BUDGET  
**\$5.5 - 6.5B**

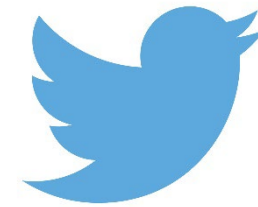
Available Budget

**\$0B**  
ADDITIONAL INVESTMENT

\$0.0B

# Help us spread the word!

- Share the link to the online investment budgeting tool [www.minnesotago.org/investment/](http://www.minnesotago.org/investment/)
- Follow MnDOT on social media and share MnSHIP posts
- Sign up for e-mail updates
- Request a presentation for your organization



# Timeline

- **Now to early May** – 2nd public engagement period
- **Summer 2023** – Compile draft plan and seek public comment
- **Fall 2023** – Adopt final plan

# Questions?

# Thank you again!

**Brad Utecht**

**Investment Planning Director**

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651-366-4835

**MINNESOTA GO**