

Transportation Committee

March 24, 2014

For the Metropolitan Council meeting of April 9, 2014

Subject: Regional Solicitation Evaluation Recommendations

District(s), Member(s): All

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director (651-602-1754)

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Division/Department: Transportation/Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) actions to design the next regional solicitation based on modal subcategories and on the prioritizing criteria outlined in the attachments, with additional review of emissions as criteria for the Roadways category by the work group.

Background

Previous TAB actions and Council concurrence established that solicitation projects will be evaluated by modal categories (roadways, bicycle and pedestrian, and transit and TDM) and established the types of projects that would be eligible for evaluation under each modal category. The next two steps in the evaluation process were to determine the modal subcategories and the prioritizing criteria to be used for project evaluation within each subcategory.

Rationale

TAB develops and issues a Regional Solicitation for federal funding. This recommended motion will provide policy direction on the design of the regional solicitation for federal funds.

Funding

This solicitation evaluation will impact the design of the solicitation for 2018, 2019, and future federal funding.

Known Support / Opposition

Action supported by TAB. No known opposition.

Step 1 Recommendation: Evaluation Categories and General Eligibility

Step 1 identifies the Regional Solicitation evaluation categories and the types of projects that will be eligible for this federal funding. As shown in the following figure, it is recommended that projects be submitted and evaluated based on mode rather than on funding program.

Modal categories include:

- Roadways Including Multimodal Elements
- Bicycle and Pedestrian Facilities
- Transit and Transportation Demand Management (TDM) Projects

Step 2 Recommendation: Evaluation Sub-Categories

Step 2 determines how to categorize projects for evaluation so that the comparison of projects is fair and relatively simple. Also shown in the following figure, the PMT and SC recommended the following evaluation sub-categories for each of the three modal categories:

Roadways Including Multimodal Elements

- Expansion
- Reconstruction/Modernization
- Roadway System Management
- Bridges

Bicycle and Pedestrian Facilities

- Multiuse Trails and Bicycle Facilities
- Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
- Safe Routes to School (Infrastructure Projects)

Transit and TDM Projects

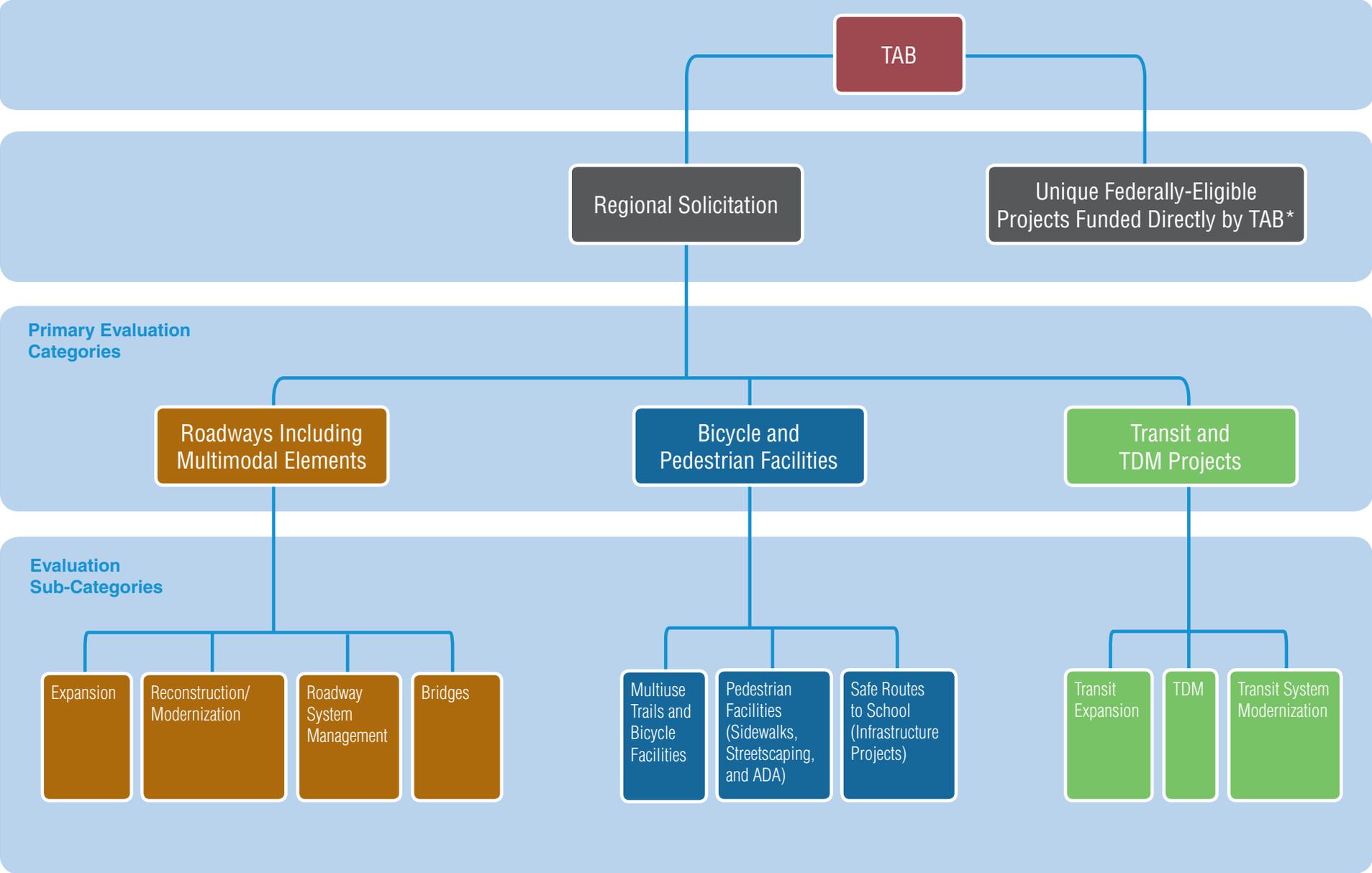
- Transit Expansion
- TDM
- Transit System Modernization

Step 3 Recommendation: Evaluation Criteria Changes

Step 3 develops the prioritizing criteria for each of the evaluation sub-categories, with the primary purpose of streamlining and simplifying the process for applicants and reviewers. The prioritizing criteria were compared to the draft Thrive MSP 2040 Outcomes and draft Transportation Policy Plan Update Goals to ensure alignment with regional policy.

TAB-Approved Recommendations for Evaluation Categories

Regional Solicitation Evaluation – Revised February 26, 2014



**Note: In some cases, there are unique projects that are federally-eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These project types, including base-level TDM funding for the TMOs and Metro Transit, should request funding directly from the TAB.*

Table A1: Draft Roadway Expansion Projects ⁽¹⁾ Streamlined Prioritizing Criteria

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures ⁽²⁾
Role in the Regional Transportation System and Economy ⁽³⁾	<ul style="list-style-type: none"> - Prosperity - Livability - Equity 	<ul style="list-style-type: none"> - Access to Destinations - Competitive Economy - Align Transportation and Land Use 	<ul style="list-style-type: none"> - Length of the route - Functional class specific measure (to be developed by TAC Funding and Programming) - Proximity to identified job and activity centers - Connections to identified regional intermodal freight terminals or major freight generators
Usage ⁽³⁾	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Current and forecast traffic volumes - Commercial vehicle usage - Current average annual transit ridership (provided by Council)
Equity	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Project located in an identified Racially Concentrated Area of Poverty (RCAP) - Low income/minority/people who rely on transit within one mile of the project - Affordable housing
Infrastructure Age/Condition	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship 	<ul style="list-style-type: none"> - Useful life/age of roadway and other infrastructure elements - Infrastructure condition - Length of proposed roadway not currently rated 10-ton
Congestion Reduction ⁽³⁾	<ul style="list-style-type: none"> - Prosperity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Project cost/increase in hourly person throughput (all modes) - Project cost/reduction in travel time - Project cost/reduction in V/C ratio
Safety ⁽³⁾	<ul style="list-style-type: none"> - Livability - Sustainability 	<ul style="list-style-type: none"> - Safety and Security - Stewardship - Healthy Environment 	<ul style="list-style-type: none"> - Project cost/crashes reduced by project (including severity)
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections ⁽³⁾	<ul style="list-style-type: none"> - Prosperity - Equity - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Proposed connections, improvements (transit, bicycle, pedestrian) and deficiencies addressed
Project Readiness/Risk Assessment	<ul style="list-style-type: none"> - Stewardship - Prosperity 	<ul style="list-style-type: none"> - Transportation System Stewardship - Competitive Economy 	<ul style="list-style-type: none"> - Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)

(1) Expansion projects include roadway improvements that add thru lane capacity (e.g., two-lane to four-lane reconstructions and new interchanges).

(2) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(3) Prioritizing criteria identified by the Steering Committee as being the most important.

Table A2: Draft Reconstruction/Modernization Projects ⁽¹⁾ Streamlined Prioritizing Criteria

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures ⁽²⁾
Role in the Regional Transportation System and Economy ⁽³⁾	<ul style="list-style-type: none"> - Prosperity - Livability - Equity 	<ul style="list-style-type: none"> - Access to Destinations - Competitive Economy - Align Transportation and Land Use 	<ul style="list-style-type: none"> - Length of the route - Functional class specific measure (to be developed by TAC Funding and Programming) - Proximity to identified job and activity centers - Connections to identified regional intermodal freight terminals or major freight generators
Usage ⁽³⁾	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Current and forecast traffic volumes - Commercial vehicle usage - Current average annual transit ridership (provided by Council)
Equity	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Project located in an identified Racially Concentrated Area of Poverty (RCAP) - Low income/minority/people who rely on transit within one mile of the project - Affordable housing
Infrastructure Age/Condition	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship 	<ul style="list-style-type: none"> - Useful life/age of roadway and other infrastructure elements - Infrastructure condition - Length of proposed roadway not currently rated 10-ton - Deficient design features
Congestion Reduction ⁽³⁾	<ul style="list-style-type: none"> - Prosperity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Project cost/increase in hourly person throughput (all modes) - Project cost/reduction in travel time - Project cost/reduction in V/C ratio
Safety ⁽³⁾	<ul style="list-style-type: none"> - Livability - Sustainability 	<ul style="list-style-type: none"> - Safety and Security - Stewardship - Healthy Environment 	<ul style="list-style-type: none"> - Project cost/crashes reduced by project (including severity)
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections ⁽³⁾	<ul style="list-style-type: none"> - Prosperity - Equity - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Proposed connections, improvements (transit, bicycle, pedestrian) and deficiencies addressed
Project Readiness/Risk Assessment	<ul style="list-style-type: none"> - Stewardship - Prosperity 	<ul style="list-style-type: none"> - Transportation System Stewardship - Competitive Economy 	<ul style="list-style-type: none"> - Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)

(1) Reconstruction/Modernization projects include roadway improvements that do not add thru lane capacity (e.g. raised medians, bike lanes, turn lanes, continuous left-turn lanes, sidewalks, trails, traffic signals, roundabouts).

(2) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(3) Prioritizing criteria identified by the Steering Committee as being the most important.

Table A3: Draft Roadway System Management Streamlined Prioritizing Criteria

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures ⁽¹⁾
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Prosperity - Livability - Equity 	<ul style="list-style-type: none"> - Access to Destinations - Competitive Economy - Align Transportation and Land Use 	<ul style="list-style-type: none"> - Length of the route - Proximity to identified TOD overlay zones - Proximity to identified job and activity centers - Connections to identified regional intermodal freight terminals or major freight generators
Usage	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Current and forecast traffic volumes - Commercial vehicle usage - Current average annual transit ridership (provided by Council)
Equity	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Project located in an identified Racially Concentrated Area of Poverty (RCAP) - Low income/minority populations within one mile of the project - Project usage by people who rely on transit - Affordable housing
Infrastructure Age/Condition	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship 	<ul style="list-style-type: none"> - Useful life/age of infrastructure elements
Congestion Reduction ⁽²⁾	<ul style="list-style-type: none"> - Prosperity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Project cost/increase in hourly person throughput - Project cost/reduction in hours of delay per day
Safety	<ul style="list-style-type: none"> - Livability - Sustainability 	<ul style="list-style-type: none"> - Safety and Security - Stewardship - Healthy Environment 	<ul style="list-style-type: none"> - Project cost/crashes reduced by project (including severity)
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections	<ul style="list-style-type: none"> - Prosperity - Equity - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Proposed connections, improvements (transit, bicycle, and pedestrian), and deficiencies addressed
Project Readiness/Risk Assessment	<ul style="list-style-type: none"> - Stewardship - Prosperity 	<ul style="list-style-type: none"> - Transportation System Stewardship - Competitive Economy 	<ul style="list-style-type: none"> - Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.

**Table A4: Draft Bridges Streamlined Prioritizing Criteria
(Eligibility Limited to Non-Freeway Principal Arterials and “A” Minor Arterials)**

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures ⁽¹⁾
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> – Stewardship – Prosperity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy – Aligns Transportation and Land Use 	<ul style="list-style-type: none"> – Distance to nearest parallel crossing of barrier by road with equal or greater functional class – Length of detour route if bridge closed – Proximity to identified job and activity centers – Connections to identified regional intermodal freight terminals or major freight generators
Usage	<ul style="list-style-type: none"> – Livability – Prosperity 	<ul style="list-style-type: none"> – Access to Destinations – Align Transportation and Land Use – Competitive Economy 	<ul style="list-style-type: none"> – Current and forecast traffic volumes – Current and forecast heavy commercial traffic volumes – Current average annual transit ridership (provided by Council)
Equity	<ul style="list-style-type: none"> – Equity – Livability 	<ul style="list-style-type: none"> – Access to Destinations 	<ul style="list-style-type: none"> – Project located in an identified Racially Concentrated Area of Poverty (RCAP) – Low income/minority/people who rely on transit within one mile of the project – Affordable housing
Infrastructure Age/Condition (Safety) ⁽²⁾	<ul style="list-style-type: none"> – Stewardship – Livability – Sustainability 	<ul style="list-style-type: none"> – Transportation System Stewardship – Safety and Security 	<ul style="list-style-type: none"> – Structural and sufficiency ratings of bridge elements – Correction of design deficiencies for bridge width, capacity constraint and vertical clearance
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections	<ul style="list-style-type: none"> – Prosperity – Equity – Livability – Sustainability 	<ul style="list-style-type: none"> – Access to Destinations – Transportation and Land Use – Healthy Environment – Competitive Economy 	<ul style="list-style-type: none"> – Proposed connections, improvements (bicycle and pedestrian) and deficiencies addressed
Project Readiness/Risk Assessment	<ul style="list-style-type: none"> – Stewardship – Prosperity 	<ul style="list-style-type: none"> – Transportation System Stewardship – Competitive Economy 	<ul style="list-style-type: none"> – Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)
Total Project Cost Effectiveness	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship 	<ul style="list-style-type: none"> – Project cost/total points awarded in other criteria listed

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.

Table B1: Draft Multiuse Trails and Bicycle Facilities Streamlined Prioritizing Criteria

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures ⁽¹⁾
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Stewardship - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Identified in the regional bikeway network - Gaps filled by project - Proximity to identified TOD overlay zones - Proximity to identified job and activity centers - Project’s impact on direct connections between trip origins and destinations
Usage ⁽²⁾	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Potential users - Project cost/population (existing and future) within one mile of the project - Project cost/employees (existing and future) within one mile of the project
Equity	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Project located in an identified Racially Concentrated Area of Poverty (RCAP) - Low income/minority/people who rely on transit within one mile of the project - Affordable housing
Infrastructure Age/Condition	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship 	<ul style="list-style-type: none"> - Useful life/age of infrastructure elements - Infrastructure condition
Deficiencies and Safety ⁽²⁾	<ul style="list-style-type: none"> - Livability 	<ul style="list-style-type: none"> - Safety and Security - Healthy Environment - Access to Destinations 	<ul style="list-style-type: none"> - Existing deficiencies - Barriers overcome - Proposed safety improvements - Proposed ADA improvements
Multimodal Facilities (Transit and Roadway) and Connections	<ul style="list-style-type: none"> - Livability - Prosperity - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Proposed connections to transit routes/facilities and roadways
Project Readiness/Risk Assessment	<ul style="list-style-type: none"> - Stewardship - Prosperity 	<ul style="list-style-type: none"> - Transportation System Stewardship - Competitive Economy 	<ul style="list-style-type: none"> - Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.

B. Recommendations for Bicycle and Pedestrian Facilities Criteria:

Table B2: Draft Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Streamlined Prioritizing Criteria

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures ⁽¹⁾
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Stewardship - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Gaps filled by project - Proximity to identified TOD overlay zones - Proximity to identified job and activity centers - Project’s impact on direct connections between trip origins and destinations
Usage ⁽²⁾	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Potential users - Project cost/population (existing and future) within one mile of the project - Project cost/employees (existing and future) within one mile of the project
Equity	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Project located in an identified Racially Concentrated Area of Poverty (RCAP) - Low income/minority/people who rely on transit within one mile of the project - Affordable housing
Infrastructure Age/Condition	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship 	<ul style="list-style-type: none"> - Useful life/age of infrastructure elements - Infrastructure condition
Deficiencies and Safety ⁽²⁾	<ul style="list-style-type: none"> - Livability 	<ul style="list-style-type: none"> - Safety and Security - Healthy Environment - Access to Destinations 	<ul style="list-style-type: none"> - Existing deficiencies - Barriers overcome - Proposed safety improvements - Proposed ADA improvements
Multimodal Facilities (Transit, Bicycle, and Roadway) and Connections	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Proposed connections to transit routes/facilities, trails, and roadways
Project Readiness/Risk Assessment	<ul style="list-style-type: none"> - Stewardship - Prosperity 	<ul style="list-style-type: none"> - Transportation System Stewardship - Competitive Economy 	<ul style="list-style-type: none"> - Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.

B. Recommendations for Bicycle and Pedestrian Facilities Criteria:

Table B3: Draft Safe Routes to School Infrastructure Streamlined Prioritizing Criteria

Criteria used in the first-time TAP solicitation including SRTS currently underway ⁽¹⁾

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures
Urgency/ Significance	<ul style="list-style-type: none"> - Prosperity - Livability - Stewardship 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment - Safety and Security 	<ul style="list-style-type: none"> - Time-sensitive opportunity - Addresses significant opportunity, unmet need or problem
Impact	<ul style="list-style-type: none"> - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment 	<ul style="list-style-type: none"> - Fills gaps, overcomes barriers, connects system segments or otherwise is significant opportunity in pedestrian/bike network
Relationship between SRTS Program Elements	<ul style="list-style-type: none"> - Stewardship - Livability 	<ul style="list-style-type: none"> - Transportation System Stewardship - Safety and Security 	<ul style="list-style-type: none"> - How 5Es (evaluation, education, encouragement, enforcement, and engineering) of SRTS programs considered or incorporated
Relationship to Intermodal/ Multimodal Transportation System	<ul style="list-style-type: none"> - Prosperity - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment - Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - How facility benefits transportation system users for the school - How project benefits multiple modes - How facility serves trips otherwise made by motor vehicle
Safe Routes to School Framework	<ul style="list-style-type: none"> - Stewardship - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment - Transportation & Land Use 	<ul style="list-style-type: none"> - How project meets SRTS program purposes
Maturity of Project/Risk Assessment	<ul style="list-style-type: none"> - Prosperity - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship - Competitive Economy 	<ul style="list-style-type: none"> - Project development checklist

(1) The prioritizing criteria and example measures shown in the above table is consistent with the first-time TAP solicitation for SRTS projects currently underway. TAC/TAC Funding and Programming will be tasked with evaluating the first-time TAP solicitation and recommending the final measures.

Table C1: Draft Transit Expansion Streamlined Prioritizing Criteria

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures ⁽¹⁾
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Stewardship - Prosperity - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Project is associated with a High or Medium rated service in the Regional Service Improvement Plan (RSIP) - Proximity to identified TOD overlay zones - Proximity to identified job and activity centers
Usage ⁽²⁾	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Project cost per existing or new daily transit rides - Project cost per total population/employment served by project
Equity	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Project located in an identified Racially Concentrated Area of Poverty (RCAP) - Low income/minority populations within one mile of the project - Project usage by people who rely on transit - Affordable housing
Infrastructure Age/Condition	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship 	<ul style="list-style-type: none"> - Useful life/age of infrastructure elements
Emissions Reduction	<ul style="list-style-type: none"> - Stewardship - Sustainability 	<ul style="list-style-type: none"> - Healthy Environment 	<ul style="list-style-type: none"> - Project cost/daily emissions reduced (KG)
Improvement Quality Rating	<ul style="list-style-type: none"> - Stewardship - Prosperity 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Percentage impact for service speeds, span of service, customer information, etc.
Multimodal Facilities (Roadway, Bicycle, Pedestrian) and Connections	<ul style="list-style-type: none"> - Prosperity - Equity - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Proposed connections, improvements (roadway, bicycle, pedestrian) and deficiencies addressed
Project Readiness/Risk Assessment	<ul style="list-style-type: none"> - Stewardship - Prosperity 	<ul style="list-style-type: none"> - Transportation System Stewardship - Competitive Economy 	<ul style="list-style-type: none"> - Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.) - Availability of operating funds

(1) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(2) Prioritizing criteria identified by the Steering Committee as being the most important.

C. Recommendations for Transit and TDM Criteria:

Table C2: Draft Transit System Modernization ⁽¹⁾ Streamlined Prioritizing Criteria

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures ⁽²⁾
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Livability - Stewardship - Equity - Prosperity 	<ul style="list-style-type: none"> - Healthy Environment - Stewardship - Competitive Economy - Access to Destinations 	<ul style="list-style-type: none"> - Proximity to identified TOD overlay zones - Proximity to identified job and activity centers - Total population/employment in area served by project
Usage ⁽³⁾	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Project cost/total daily transit rides affected by project - Project capital cost/savings in operating cost
Equity	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Project located in an identified Racially Concentrated Area of Poverty (RCAP) - Low income/minority populations within one mile of the project - Project usage by people who rely on transit - Affordable housing
Infrastructure Age/Condition	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship 	<ul style="list-style-type: none"> - Useful life/age of infrastructure elements
Emissions Reduction	<ul style="list-style-type: none"> - Stewardship - Sustainability 	<ul style="list-style-type: none"> - Healthy Environment 	<ul style="list-style-type: none"> - Project cost/daily emissions reduced (KG)
Improvement Quality Rating	<ul style="list-style-type: none"> - Prosperity - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Percentage impact for service speeds, span of service, customer information, etc.
Multimodal Facilities (Roadway, Bicycle, Pedestrian) and Connections	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Proposed connections, improvements (roadway, bicycle, pedestrian), and deficiencies addressed - Connections to regional destinations from the transit improvement
Project Readiness/Risk Assessment	<ul style="list-style-type: none"> - Stewardship - Prosperity 	<ul style="list-style-type: none"> - Transportation System Stewardship - Competitive Economy 	<ul style="list-style-type: none"> - Project development checklist (project readiness, right-of-way, environmental documentation, railroads issues, etc.)

(1) Modernization is the improvement of an existing transit system or service through an investment in new or improved infrastructure that either A) produces operating cost savings through improved operations or B) improves quality of service for users (user experience) or both. Modernization could include: improved customer information, expanded customer facilities, improved system technology, improved vehicle technology (hybrids), new transit advantages.

(2) The measures listed are only examples and TAC/TAC Funding and Programming will be tasked with recommending the final measures.

(3) Prioritizing criteria identified by the Steering Committee as being the most important.

C. Recommendations for Transit and TDM Criteria:

Table C3: Draft TDM (Competitive) Streamlined Prioritizing Criteria

Criteria used in the first-time TDM solicitation currently underway ⁽¹⁾

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures ⁽²⁾
Project Clarity and Readiness	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship – Competitive Economy 	<ul style="list-style-type: none"> – What are the main components of this project? What are the objectives of the project? Where does this project fit within your agency’s goals and objectives?
Integration and Coordination	<ul style="list-style-type: none"> – Livability – Stewardship 	<ul style="list-style-type: none"> – Access to Destinations – Transportation System Stewardship 	<ul style="list-style-type: none"> – What existing resources are being used in this project? What plans, programs, or initiatives does this project relate to? What existing infrastructure is being capitalized on in this project? Relate the project to the Council’s Development Framework and/or the TPP.
Innovation	<ul style="list-style-type: none"> – Prosperity – Livability – Stewardship 	<ul style="list-style-type: none"> – Competitive Economy – Access to Destinations 	<ul style="list-style-type: none"> – Has this project been implemented before? If yes, what changes have been made to make this project unique now? Is this project new to a particular geographic area? What about this project is new or unique?
Impact to Congestion	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Healthy Environment – Competitive Economy 	<ul style="list-style-type: none"> – Both quantitative and qualitative descriptions of impacts. VMT = number of one-way commute trips reduced * 12.1 miles (average length of commute trip according to TBI). – Methodology for the “number of one-way commute trips reduced” – Qualitative/narrative description of the impact to congestion
Impact to Air Quality	<ul style="list-style-type: none"> – Stewardship – Sustainability 	<ul style="list-style-type: none"> – Healthy Environment 	<ul style="list-style-type: none"> – Both quantitative and qualitative descriptions of their impacts. We asked for a simple multiplication using their VMT from the above section, and multiply it by pollution records from MPCA and Council staff. – CO reduced = VMT reduced * .857157 – PM2.5 reduced = VMT reduced * .000192 – NOx reduced = VMT reduced * .056438 – qualitative/narrative description of the impact to air quality

(1) The prioritizing criteria and example measures shown in the above table is consistent with the first-time TAP solicitation for SRTS projects currently underway. TAC/TAC Funding and Programming will be tasked with evaluating the first-time TAP solicitation and recommending the final measures.

(2) Add connectivity to the example measures.