SRF Consulting Group, Inc. | Engineers Planners Designers

SRF No. 8001

TECHNICAL MEMORANDUM #4

TO: Transportation Advisory Board
Heidi Schallberg, AICP, Senior Planner, Metropolitan Council

FROM: Marie Cote, PE, Vice President
Charleen Zimmer, AICP, President of Zan Associates
Steve Peterson, AICP, Associate Planner

DATE: April 10, 2014

SUBJECT: TECHNICAL MEMORANDUM #4 FOR THE REGIONAL SOLICITATION EVALUATION

Technical Memorandum #4 is the final documentation for the evaluation stage of the project. Using a three-step process, this fourth memorandum makes recommendations regarding Regional Solicitation project eligibility, evaluation categories/sub-categories, and the prioritizing criteria used in selecting projects. All recommendations have been approved by the Transportation Advisory Board (TAB) with concurrence from the Metropolitan Council.

The overall purpose of the Regional Solicitation Evaluation is to:

1. Assess the effectiveness of the Regional Solicitation in selecting projects that implement regional policies and investment priorities.
2. Determine the efficiency of the Regional Solicitation in requesting, evaluating, ranking, and selecting projects in a fair and transparent way.
3. Evaluate changes to federal funding categories, funding levels, and project eligibility included in Moving Ahead for Progress in the 21st Century (MAP-21).
4. Streamline and simplify the overall process for applicants and reviewers.

Previous technical memoranda analyzed past Regional Solicitation funding and outcomes, as well as summarized stakeholder input from telephone interviews, internet surveys, and a policy maker's workshop.

The three-step process and recommendations are summarized on the following pages. Additional detail is provided in Appendix A.

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 TAB approved (with Council concurrence) 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)

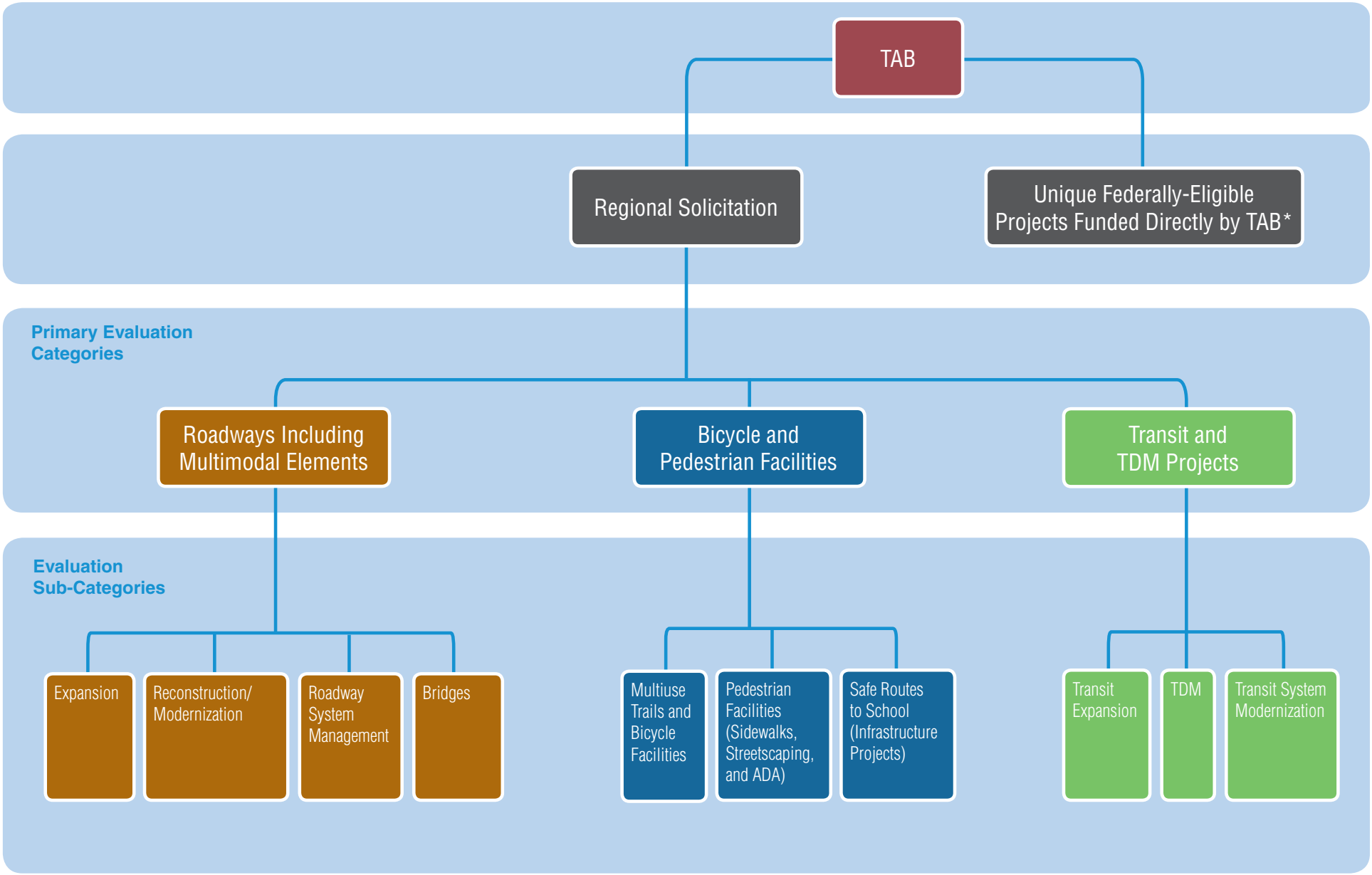
Transit and TDM Projects

- 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.*

Appendix A:
Detailed Recommendations

.

Step 1 Recommendations

Step 1 in the evaluation process identifies the general evaluation categories and the types of projects that will be eligible for this federal funding.

Recommendation A: Evaluation of Projects by Mode

Previously, projects were submitted for evaluation for specific funding programs such as Surface Transportation Program (STP), Transportation Enhancement (TE) and Congestion Mitigation and Air Quality Improvement (CMAQ). Most roadway projects were funded with STP funds (except system management projects funded with CMAQ funds) and independent bicycle and pedestrian projects previously funded through the TE program or STP Bikeways/Walkways sub-category. It should be noted that the Transportation Alternatives Program (TAP) is somewhat different than the previous TE program in that it combines several federal funding programs, most notably the previous TE and Safe Routes to School programs. Finally, all transit projects were funded with CMAQ funds.

The TAB approved (with Council concurrence) that projects be submitted and evaluated based on mode rather than funding program (recognizing the need to provide funding for both large and small projects within each category; the intent to allow use of funding programs for each mode as needed; and that eligibility within each modal category be as shown in Tables 1, 2, 3, and 4). Modal categories proposed include:

- Roadways Including Multimodal Elements
- Bicycle and Pedestrian Facilities
- Transit and TDM Projects

A modal approach has the following advantages:

1. It simplifies and streamlines the process (a major evaluation objective), so that projects do not need to be submitted in different categories (e.g., currently a trail project could be submitted in STP Bikeways/Walkways or TE/TAP).
2. It is less confusing for first-time applicants.
3. It provides flexibility to match funding to the highest performing projects that are submitted.

Recommendation B: Project Eligibility by Mode

Part of Step 1 is to identify the general project eligibility for future Regional Solicitations. It should be noted that eligibility is different than the modal evaluation sub-categories, which are part of Step 2.

As shown in Tables 1, 2, and 3, several projects types have been identified as eligible for a competitive evaluation process based on experience with past solicitations and current federal eligibility. In some cases, there are unique projects that are federally-eligible, but are not recommended for inclusion in the competitive process (these project types can request funding directly from the TAB) as shown in Table 4.

The TAB approved (with Council concurrence) eligibility within each modal category as shown in Tables 1, 2, 3, and 4.

Table 1: Types of Roadway Projects Eligible for the Roadways Including Multi-Modal Elements Category

Project Type	Supporting Documentation
"A" Minor Arterials	• Importance detailed in the "A" Minor Arterial System Evaluation, including the recommendation to continue funding them as part of the Regional Solicitation. • The need for funding this system was stressed by stakeholders. • Emphasize multimodal project components as desired by stakeholders.
Non-Freeway Principal Arterials	• Projects funded are a high priority for local agencies. • MAP-21 performance measures for the NHS system will likely prioritize MnDOT state funding on the freeway system making the Solicitation an even more important funding source for Non-Freeway Principal Arterial projects.
Roadway System Management	• Importance stressed in 2030 TPP. • Provides high congestion mitigation and air quality improvement benefits. • Beyond signal timing and other activities eligible in the past, expand eligibility/write criteria making it possible for the system management components of managed lanes projects to be competitive.
Bridges	• Dedicated Bridge Improvement/Replacement funding was eliminated as part of MAP-21. • Bridge projects will be funded as part of "A" Minor Arterial and Non-Freeway Principal Arterial projects. • There is high demand for bridge funding, but limited funding sources for bridges, especially along city and county-owned roadways. • Overpasses and interchanges were funded previously as part of "A" Minor Arterial and Non-Freeway Principal Arterial projects, but prioritizing criteria may need to be adjusted to better accommodate bridge projects.

Table 2: Types of Bicycle and Pedestrian Projects Eligible for the Bicycle and Pedestrian Facilities Category

Project Type	Supporting Documentation
Independent Bike and Pedestrian Facilities	• Importance stressed by stakeholder input, particularly for bike/pedestrian facilities that remove gaps, connect to key regional facilities, or serve a regional purpose. • On-street bike lanes and sidewalks built separately from a roadway project would be considered "independent" bike/pedestrian projects, as well as multimodal off-road trails.
Pedestrian Realm, Streetscaping/ Landscaping	• Pedestrian realm (streetscaping and/or landscaping) improvements are an important part of pedestrian improvements. • In past Solicitations, streetscaping was the second most applied for TE sub-category after bike/pedestrian facilities.
ADA Improvements	• ADA improvements are stressed as part of MAP-21. • There are limited funding sources for ADA improvement projects.
Safe Routes to School Infrastructure Projects	• MnDOT guidance targets 15 percent of TAP funds allocated by MnDOT for Safe Routes to School projects.

Table 3: Types of Transit and TDM Projects Eligible in Transit and TDM Category

Project Type	Supporting Documentation
Transit Expansion	• Transit is an important component of the 2030 TPP. • Beyond new buses (includes diesel, clean diesel, hybrid, and alternative fuel types), transit parking spaces, and other activities eligible in the past, expand eligibility/write criteria making it possible for the transit components of managed lanes and Arterial BRT projects to be competitive.
Transit Start-Up Operations	• Some start-up operating expenses have been funded in the past and should continue to be eligible in the future.
TDM Activities	• Importance stressed in 2030 TPP. • Stakeholders encouraged the inclusion of TDM projects in future Regional Solicitations. • Eligible activities may include bike sharing, carsharing, telecommuting, and other similar activities. • A current solicitation is underway for innovative TDM projects.
Transit System Modernization	• Importance stressed in 2030 TPP. • Provides high congestion mitigation and air quality improvement benefits. • Beyond signal timing and other activities eligible in the past, expand eligibility/write criteria making it possible for the system management components of Arterial BRT projects to be competitive.

Table 4: Other Federally-Eligible Projects not Recommended for Competitive Evaluation, but can be Funded through the TAB

Project Type	Supporting Documentation
Transportation Management Organization (TMOs)	• Continue to fund TMOs and Metro Transit base-level TDM activities outside the competitive process because it is difficult to differentiate between them. • Prior to each Regional Solicitation, the TAB should determine if the TMOs will continue to be funded. It is assumed that these dollars would be taken from Transit and TDM project funds. • Stakeholders noted the value of TMOs to the region.
Other Federally-Eligible STP, TAP, and CMAQ Projects	• Applicants with unique federally-eligible projects that cannot be easily compared to other projects as part of the Regional Solicitation can still request funding through the TAB. • TAB is encouraged to make a determination on funding any unique projects before each Regional Solicitation begins. • Clearly defining Regional Solicitation eligibility will be helpful to applicants in determining whether to submit a project. • Streamlines the Regional Solicitation to focus limited funds on the highest priorities and makes it easier to compare similar project types.

Recommendation C: Setting Funding Targets by Mode Before Each Solicitation

The region is facing an overall reduction in the amount of federal funds it allocates as part of the Regional Solicitation, multiple changes to the TAP (previously TE) program, and elimination of dedicated Bridge Improvement/Replacement and Safe Routes to School funds. These changes, in combination, have resulted in an overall reduction of approximately 7.7 percent in federal funds since the 2011 Solicitation. The Regional Solicitation evaluation process needs to address how to allocate the available funds fairly and competitively while minimizing the negative impacts of this overall reduction in funding.

Recommendation A established projects will be evaluated by mode and Recommendation B established the types of projects that would be eligible for evaluation under each modal category. One of the items under consideration by the Transportation Advisory Board is whether to set funding ranges by mode prior to each Regional Solicitation. These targets would provide a base to use when selecting the final list of projects. It is important to note that established funding ranges are guidelines and TAB can go outside these ranges if needed.

TAB will set an approximate range of funding for the three modal categories prior to the release of each Regional Solicitation. For the next Regional Solicitation, TAB will set these ranges by next summer (2014).

Table 5 lists some of the pros and cons of setting funding ranges.

Table 5: Pros and Cons of Identifying Funding Allocation Ranges by Mode

Recommendation	Pros	Cons
Set an approximate range of funding for the three modal categories prior to the release of each Regional Solicitation.	1. Helps applicants determine the potential size of their funding request based on the amount available and potential competition. 2. Provides information to potential applicants about target funding levels prior to agencies spending staff resources preparing and submitting an application. 3. Provides more transparency and credibility to the process by setting the targets before soliciting for projects. 4. Helps the Technical Advisory Committee (TAC), TAB, and Council staff prepare sub-categories and criteria for the Solicitation relative to anticipated funding targets. 5. Gives the TAB some flexibility to fund the highest performing project, regardless of sub-category. 6. Keeps the project selection process driven by technical analysis.	1. Provides some uncertainty to applicants since there are only targets and not a set funding amount available at the start of the process.

Table 6 shows historic data regarding the allocation of Regional Solicitation funds by the three modal categories.

Table 6: Historic Regional Solicitation Funding by the Three Modal Categories (2003-2011)

Mode	Past Funding Allocations by Modal Categories (2003-2011) (1)		
	Range (Low)	Range (High)	Average
Roadways Including Multimodal Elements • "A" Minor Arterial (2) • Non-Freeway Principal Arterial (2) • CMAQ System Management • Bridge Improvement/Replacement	55%	61%	58%
Bicycle and Pedestrian Facilities • Transportation Enhancements • STP Bikeway/Walkway • Safe Routes to School (awarded by MnDOT)	12%	19%	15%
Transit and TDM Projects • CMAQ Transit Expansion • CMAQ TMO Funding for TDM	20%	29%	27%

(1) Percentages do not add up to 100 percent since the chart displays the low, high, and average percentages over the last five solicitations.

(2) It should be noted that approximately two to three percent of the STP funds allocated to "A" Minor Arterial and Non-Freeway Principal Arterial projects were directed towards bicycle and pedestrian elements of the roadway projects. In addition, approximately one percent of this roadway funding was allocated to transit elements.

Step 2 Recommendations

Step 2 determines how to categorize projects for evaluation so that the comparison of projects is fair and relatively simple.

One of the challenges of a competitive process for allocating federal funding is that projects are very diverse and can be quite difficult to evaluate on an "apples to apples" basis. Past experience has found that a fairer comparison of project costs and benefits can be made if projects are grouped into categories where projects have similar characteristics and objectives. Step 1 proposed three primary funding categories (Roadways Including Multimodal Elements, Bicycle and Pedestrian Facilities, and Transit and TDM projects). This recommendation proposes modal sub-categories for evaluation purposes.

Recommendation A: Modal Sub-Categories – Roadways Including Multimodal Elements

The TAB approved (with Council concurrence) the following sub-categories be used to evaluate roadways including multimodal elements projects:

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

Roadway projects have traditionally been evaluated in sub-categories based on roadway functional classification. Several alternative approaches were considered for evaluating roadway projects and two alternative methods for grouping projects (i.e., evaluate projects based on the type of construction or by functional classification) were further analyzed.

As shown above, the TAB approved the evaluation of projects by type of roadway construction: Expansion and Reconstruction/ Modernization. One application will be required for these two project types. Based on definitions provided in the application, the applicant will indicate whether they are an Expansion or a Reconstruction/Modernization project. At the same time, the applicant will specify the functional classification of the roadway. All applications will then be scored based on the prioritizing criteria that are recommended in Step 3 of this evaluation.

Two different reporting methods are recommended once the projects are scored, as shown in the following figure. The first report will rank the projects by project type, so there will be one ranked list of all the Expansion projects and one ranked list of all the Reconstruction/Modernization projects, regardless of functional classification. However, functional classification could still be identified within the lists.

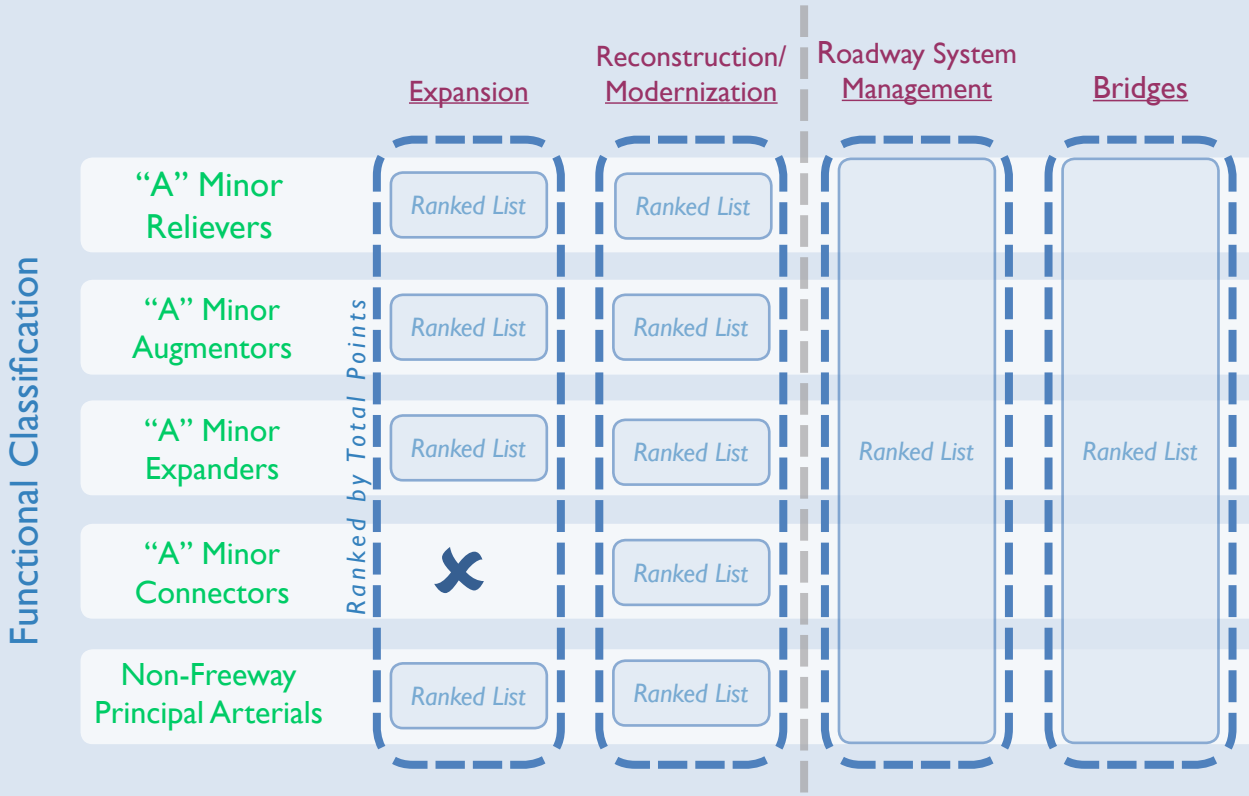
The second report will rank the projects by roadway functional classification (either Non-Freeway Principal Arterial or one of the four "A" Minor Arterials) within their project type. As shown in the following figure, there will be a total of nine possible separate ranked lists of projects.

Step 2 - Regional Solicitation Evaluation - December 17, 2013
Reporting Outputs for Roadways Including Multimodal Elements

1. Reporting Output by Project Type

(include identification of Functional Classification in report)

2. Reporting Output by Functional Class



For example, there will be ranked lists for Expansion projects on "A" Minor Relievers and another list for Reconstruction/Modernization projects on "A" Minor Relievers. This reporting method does not assume that a project will be selected from each of the boxes for which applications are submitted.

Recommendation B: Modal Sub-Categories – Bicycle and Pedestrian Facilities

The TAB approved (with Council concurrence) the following sub-categories to be used to evaluate bicycle and pedestrian projects:

- Multi-Use Trails and Bicycle Facilities
- Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
- Safe Routes to School (infrastructure projects)

MnDOT TAP guidance recommends that Safe Routes to School projects should receive approximately 15 percent of the TAP funds distributed by MnDOT to the Metropolitan Council, which is the Area Transportation Partnership (ATP) for the Twin Cities metropolitan area.

Recommendation C: Modal Sub-Categories – Transit and Transportation Demand Management (TDM) Projects

The TAB approved (with Council concurrence) the following sub-categories to be established for purposes of evaluating transit and TDM projects for potential funding:

- Transit Expansion (includes diesel, clean diesel, hybrid, and alternative fuel types)
- TDM (including programs such as carsharing and bike sharing)
- Transportation Management Organization (TMO) Activities
- Transit System Modernization

It is recommended that base-level Transportation Management Organization activities continue to be funded outside of the competitive process, along with other unique projects that are federally-eligible but cannot be easily compared to similar projects.

Step 3 Recommendations

Recommendation A: Prioritizing Criteria

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. With this in mind, the 2011 Regional Solicitation prioritizing criteria was modified to:

1. Use quantitative criteria where possible, as opposed to qualitative criteria.
2. Remove questions that do not differentiate applications (criteria that were less influential in determining the selected projects).
3. Remove questions that are repetitive (either within the prioritizing criteria or with the qualifying criteria).

The TAB approved (with Council concurrence) the prioritizing criteria for each of the evaluation sub-categories that are shown in Tables 7A to 9C.

To ensure that the proposed prioritizing criteria align with regional policy, the prioritizing criteria are matched up with their corresponding draft Thrive MSP 2040 Outcomes and draft Transportation Policy Plan Update Goals. The Steering Committee also identified the highest priority criteria for each sub-category to provide guidance to the working groups and technical staff as they propose how points should be distributed between the prioritizing criteria.

In addition, the measures listed in the tables are only meant as examples. The example measures were meant to help the Steering Committee, the TAB, and the Council better understand what was meant by each prioritizing criteria. The working groups, TAC, and TAC Funding and Programming will be tasked with recommending the final measures in the application design part of this project. The tables in Appendix B summarize discussions from the Project Management Team and Steering Committee meetings that occurred during the development of these criteria. These comments will be important to consider as the final measures are vetted and approved.

7. Recommendations for Roadways Including Multimodal Elements Criteria:

Table 7A: Roadway Expansion Projects [1] Streamlined Prioritizing Criteria

Prioritizing Criteria [3]	Thrive Outcomes	TPP Goals	Example Measures [2]
Role in the Regional Transportation System and Economy [4]	– Prosperity – Livability – Equity	– Access to Destinations – Competitive Economy – Align Transportation and Land Use	– 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/generators
Usage [4]	– Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– Current and forecast traffic volumes – Commercial vehicle usage – Current average annual transit ridership (provided by Council)
Equity	– Equity – Livability	– Access to Destinations	– 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	– Stewardship – Livability – Sustainability	– Access to Destinations – Transportation System Stewardship	– Useful life/age of roadway and other infrastructure elements – Infrastructure condition – Length of proposed roadway not currently rated 10-ton
Congestion Reduction [4]	– Prosperity – Livability	– Access to Destinations – Healthy Environment – Competitive Economy	– Project cost/increase in hourly person throughput (all modes) – Project cost/reduction in travel time – Project cost/reduction in V/C ratio
Safety [4]	– Livability – Sustainability	– Safety and Security – Stewardship – Healthy Environment	– Project cost/crashes reduced by project (including severity)
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections [4]	– Prosperity – Equity – Livability – Sustainability	– Access to Destinations – Transportation and Land Use – Healthy Environment – Competitive Economy	– Proposed connections, improvements (transit, bicycle, pedestrian) and deficiencies addressed
Project Readiness/Risk Assessment	– Stewardship – Prosperity	– Transportation System Stewardship – Competitive Economy	– 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) The prioritizing criteria were approved by TAB on the condition that emissions reduction will be further considered as a prioritizing criterion.
(4) Prioritizing criteria identified by the Steering Committee as being the most important.

7. Recommendations for Roadways Including Multimodal Elements Criteria:

Table 7B: Reconstruction/Modernization Projects [(1)] Streamlined Prioritizing Criteria

Prioritizing Criteria [(3)]	Thrive Outcomes	TPP Goals	Example Measures [(2)]
Role in the Regional Transportation System and Economy [(4)]	– Prosperity – Livability – Equity	– Access to Destinations – Competitive Economy – Align Transportation and Land Use	– 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/generators
Usage [(4)]	– Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– Current and forecast traffic volumes – Commercial vehicle usage – Current average annual transit ridership (provided by Council)
Equity	– Equity – Livability	– Access to Destinations	– 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	– Stewardship – Livability – Sustainability	– Access to Destinations – Transportation System Stewardship	– 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 [(4)]	– Prosperity – Livability	– Access to Destinations – Healthy Environment – Competitive Economy	– Project cost/increase in hourly person throughput (all modes) – Project cost/reduction in travel time – Project cost/reduction in V/C ratio
Safety [(4)]	– Livability – Sustainability	– Safety and Security – Stewardship – Healthy Environment	– Project cost/crashes reduced by project (including severity)
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections [(4)]	– Prosperity – Equity – Livability – Sustainability	– Access to Destinations – Transportation and Land Use – Healthy Environment – Competitive Economy	– Proposed connections, improvements (transit, bicycle, pedestrian) and deficiencies addressed
Project Readiness/Risk Assessment	– Stewardship – Prosperity	– Transportation System Stewardship – Competitive Economy	– 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) The prioritizing criteria were approved by TAB on the condition that emissions reduction will be further considered as a prioritizing criterion.
(4) Prioritizing criteria identified by the Steering Committee as being the most important.

7. Recommendations for Roadways Including Multimodal Elements Criteria:

Table 7C: Roadway System Management Streamlined Prioritizing Criteria

Prioritizing Criteria [2]	Thrive Outcomes	TPP Goals	Example Measures [1]
Role in the Regional Transportation System and Economy	– Prosperity – Livability – Equity	– Access to Destinations – Competitive Economy – Align Transportation and Land Use	– 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	– Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– Current and forecast traffic volumes – Commercial vehicle usage – Current average annual transit ridership (provided by Council)
Equity	– Equity – Livability	– Access to Destinations	– 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	– Stewardship – Livability – Sustainability	– Access to Destinations – Transportation System Stewardship	– Useful life/age of infrastructure elements
Congestion Reduction [3]	– Prosperity – Livability	– Access to Destinations – Healthy Environment – Competitive Economy	– Project cost/increase in hourly person throughput – Project cost/reduction in hours of delay per day
Safety	– Livability – Sustainability	– Safety and Security – Stewardship – Healthy Environment	– Project cost/crashes reduced by project (including severity)
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections	– Prosperity – Equity – Livability – Sustainability	– Access to Destinations – Transportation and Land Use – Healthy Environment – Competitive Economy	– Proposed connections, improvements (transit, bicycle, and pedestrian), and deficiencies addressed
Project Readiness/Risk Assessment	– Stewardship – Prosperity	– Transportation System Stewardship – Competitive Economy	– 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.
(3) The prioritizing criteria were approved by TAB on the condition that emissions reduction will be further considered as a prioritizing criterion.

7. Recommendations for Roadways Including Multimodal Elements Criteria:

Table 7D: 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	– Stewardship – Prosperity – Livability	– Access to Destinations – Competitive Economy – Aligns Transportation and Land Use	– 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	– Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– Current and forecast traffic volumes – Current and forecast heavy commercial traffic volumes – Current average annual transit ridership (provided by Council)
Equity	– Equity – Livability	– Access to Destinations	– 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]	– Stewardship – Livability – Sustainability	– Transportation System Stewardship – Safety and Security	– 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	– Prosperity – Equity – Livability – Sustainability	– Access to Destinations – Transportation and Land Use – Healthy Environment – Competitive Economy	– Proposed connections, improvements (bicycle and pedestrian) and deficiencies addressed
Project Readiness/Risk Assessment	– Stewardship – Prosperity	– Transportation System Stewardship – Competitive Economy	– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)
Total Project Cost Effectiveness	– Stewardship	– Transportation System Stewardship	– 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.

8. Recommendations for Bicycle and Pedestrian Facilities Criteria:

Table 8A: 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	– Stewardship – Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– 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]	– Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– 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	– Equity – Livability	– Access to Destinations	– 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	– Stewardship – Livability – Sustainability	– Access to Destinations – Transportation System Stewardship	– Useful life/age of infrastructure elements – Infrastructure condition
Deficiencies and Safety [2]	– Livability	– Safety and Security – Healthy Environment – Access to Destinations	– Existing deficiencies – Barriers overcome – Proposed safety improvements – Proposed ADA improvements
Multimodal Facilities (Transit and Roadway) and Connections	– Livability – Prosperity – Sustainability	– Access to Destinations – Transportation and Land Use – Healthy Environment – Competitive Economy	– Proposed connections to transit routes/facilities and roadways
Project Readiness/Risk Assessment	– Stewardship – Prosperity	– Transportation System Stewardship – Competitive Economy	– 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.

8. Recommendations for Bicycle and Pedestrian Facilities Criteria:

Table 8B: 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	– Stewardship – Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– 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]	– Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– 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	– Equity – Livability	– Access to Destinations	– 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	– Stewardship – Livability – Sustainability	– Access to Destinations – Transportation System Stewardship	– Useful life/age of infrastructure elements – Infrastructure condition
Deficiencies and Safety [2]	– Livability	– Safety and Security – Healthy Environment – Access to Destinations	– Existing deficiencies – Barriers overcome – Proposed safety improvements – Proposed ADA improvements
Multimodal Facilities (Transit, Bicycle, and Roadway) and Connections	– Livability – Prosperity	– Access to Destinations – Transportation and Land Use – Healthy Environment – Competitive Economy	– Proposed connections to transit routes/facilities, trails, and roadways
Project Readiness/Risk Assessment	– Stewardship – Prosperity	– Transportation System Stewardship – Competitive Economy	– 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.

8. Recommendations for Bicycle and Pedestrian Facilities Criteria:

Table 8C: Safe Routes to School (SRTS) Infrastructure Streamlined Prioritizing Criteria
Criteria used in the first-time TAP solicitation including SRTS is currently underway [(1)]

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures
Urgency/ Significance	– Prosperity – Livability – Stewardship	– Access to Destinations – Healthy Environment – Safety and Security	– Time-sensitive opportunity – Addresses significant opportunity, unmet need or problem
Impact	– Livability	– Access to Destinations – Healthy Environment	– Fills gaps, overcomes barriers, connects system segments or otherwise is significant opportunity in pedestrian/bike network
Relationship between SRTS Program Elements	– Stewardship – Livability	– Transportation System Stewardship – Safety and Security	– How 5Es (evaluation, education, encouragement, enforcement, and engineering) of SRTS programs considered or incorporated
Relationship to Intermodal/ Multimodal Transportation System	– Prosperity – Livability – Sustainability	– Access to Destinations – Healthy Environment – Transportation and Land Use – Competitive Economy	– 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	– Stewardship – Livability	– Access to Destinations – Healthy Environment – Transportation & Land Use	– How project meets SRTS program purposes
Maturity of Project/Risk Assessment	– Prosperity – Stewardship	– Transportation System Stewardship – Competitive Economy	– 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.

9. Recommendations for Transit and TDM Criteria:

Table 9A: Transit Expansion Streamlined Prioritizing Criteria

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures [1]
Role in the Regional Transportation System and Economy	– Stewardship – Prosperity – Equity – Livability	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– 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]	– Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– Project cost per existing or new daily transit rides – Project cost per total population/employment served by project
Equity	– Equity – Livability	– Access to Destinations	– 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	– Stewardship – Livability – Sustainability	– Access to Destinations – Transportation	– Useful life/age of infrastructure elements
Emissions Reduction	– Stewardship – Sustainability	– Healthy Environment	– Project cost/daily emissions reduced (KG)
Improvement Quality Rating	– Stewardship – Prosperity	– Transportation System Stewardship	– Percentage impact for service speeds, span of service, customer information, etc.
Multimodal Facilities (Roadway, Bicycle, Pedestrian) and Connections	– Prosperity – Equity – Livability – Sustainability	– Access to Destinations – Transportation and Land Use – Healthy Environment	– Proposed connections, improvements (roadway, bicycle, pedestrian) and deficiencies addressed
Project Readiness/Risk Assessment	– Stewardship – Prosperity	– Transportation System Stewardship – Competitive Economy	– 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.

9. Recommendations for Transit and TDM Criteria:

Table 9B: Transit System Modernization [1] Streamlined Prioritizing Criteria

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Example Measures [2]
Role in the Regional Transportation System and Economy	– Livability – Stewardship – Equity – Prosperity	– Healthy Environment – Stewardship – Competitive Economy – Access to Destinations	– Proximity to identified TOD overlay zones – Proximity to identified job and activity centers – Total population/employment in area served by project
Usage [3]	– Livability – Prosperity	– Access to Destinations – Align Transportation and Land Use – Competitive Economy	– Project cost/total daily transit rides affected by project – Project capital cost/savings in operating cost
Equity	– Equity – Livability	– Access to Destinations	– 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	– Stewardship – Livability – Sustainability	– Access to Destinations – Transportation	– Useful life/age of infrastructure elements
Emissions Reduction	– Stewardship – Sustainability	– Healthy Environment	– Project cost/daily emissions reduced (KG)
Improvement Quality Rating	– Prosperity – Stewardship	– Transportation System Stewardship	– Percentage impact for service speeds, span of service, customer information, etc.
Multimodal Facilities (Roadway, Bicycle, Pedestrian) and Connections	– Livability – Prosperity	– Access to Destinations – Transportation and Land Use – Healthy Environment – Competitive Economy	– Proposed connections, improvements (roadway, bicycle, pedestrian), and deficiencies addressed – Connections to regional destinations from the transit improvement
Project Readiness/Risk Assessment	– Stewardship – Prosperity	– Transportation System Stewardship – Competitive Economy	– 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.

9. Recommendations for Transit and TDM Criteria:

Table 9C: 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	– Stewardship	– Transportation System Stewardship – Competitive Economy	– 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	– Livability – Stewardship	– Access to Destinations – Transportation System Stewardship	– 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	– Prosperity – Livability – Stewardship	– Competitive Economy – Access to Destinations	– 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	– Prosperity – Livability	– Access to Destinations – Healthy Environment – Competitive Economy	– 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	– Stewardship – Sustainability	– Healthy Environment	– 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.

\\vs-mpls1\projdata\projects\8001\tp\final tech memo\tech memo 4\tech memo 4_2014_03_02.docx

Appendix B:
Step 3 Prioritization Tables with Notes

10. Recommendations for Roadways Including Multimodal Elements Criteria:

Table 10A: Roadway Expansion Projects [1] Streamlined Prioritizing Criteria

Prioritizing Criteria	Example Measures [2]	Notes[4]
Role in the Regional Transportation System and Economy [3]	– 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	– Length of the route doesn't make sense. Use of the route should be the focus versus its length. (SC) – Regional activity centers as defined in Thrive. (SC) – Economic development is important. Want to see projects that attract and spur development. Local land use in place and projects maximize the opportunity. (SC) – Do the points need to be consistent across all functional classes? (PMT) – Availability of freight and commercial data is limited. (PMT) – Need clarification on the intent of the functional class measure. (CC) – Priority #2. (CC)
Usage [3]	– Current and forecast traffic volumes – Commercial vehicle usage – Current average annual transit ridership (provided by Council)	– Do we want to use forecast traffic volumes? Maybe more specific using VMT. (SC) – Use Heavy Commercial ADT or %. (CC)
Equity	– 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	– Affordable housing needs more discussion. Can we use similar scoring as the Livable Communities grants that comes from staff? Work force housing is under affordable housing. This would provide an incentive for counties and cities to work together. (SC)
Infrastructure Age/Condition	– Useful life/age of roadway and other infrastructure elements – Infrastructure condition – Length of proposed roadway not currently rated 10-ton	– The total points possible when adding the Roadway Age/Condition and Congestion Reduction criteria should be the same for Expansion and Reconstruction/Modernization projects. (PMT) – Should not be considered that important for an Expansion project and more important for Reconstruction/Modernization project. (CC) – Eliminate infrastructure condition since it is hard to measure and not a reason to expand. (CC) – Add a geometric deficiency measure, such as length of route not meeting State Aid or TH standards. (CC)

10. Recommendations for Roadways Including Multimodal Elements Criteria:

Congestion Reduction [3]	– Project cost/increase in hourly person throughput (all modes) – Project cost/reduction in travel time – Project cost/reduction in V/C ratio	– Hourly person throughput is best measure. Need to discuss how we get better bike/pedestrian data. (SC) – Should receive more points if improvement is made to LOS D to F conditions versus LOS C. (SC) – Can we determine over what period of time congestion is being reduced? (SC) – Assign higher point total for Expansion versus Reconstruction/Modernization projects. (PMT) – The total points possible when adding the Roadway Age/Condition and Congestion Reduction criteria should be the same for Expansion and Reconstruction/Modernization projects. (PMT) – Vehicle occupancy stays constant. (PMT) – Use existing and forecast transit ridership to determine increased ridership. (PMT) – Priority #1. (CC) – Add emissions reduction/air quality criteria since it was an important part of the past solicitation. (CC)
Safety [3]	– Project cost/crashes reduced by project (including severity)	– Need to emphasize this. (SC) – Consider the severity of crashes. (PMT) – Consider the type of crashes, specifically pedestrian/bicycle related. (PMT) – Add an access management measure such as number of access points reduced by the project. (CC)
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections [3]	– Proposed connections, improvements (transit, bicycle, pedestrian) and deficiencies addressed	– Connections should be identified in an improved system plan. (SC)
Project Readiness/Risk Assessment	– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)	– Use checklist to encourage early project development. (PMT)

(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.
(4) PMT = Project Management Team, SC = Steering Committee, CC = Carver County

10. Recommendations for Roadways Including Multimodal Elements Criteria:

Table 10B: Reconstruction/Modernization Projects [(1)] Streamlined Prioritizing Criteria

Prioritizing Criteria	Example Measures [(2)]	Notes[(4)]
Role in the Regional Transportation System and Economy [(3)]	– 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	– Length of the route doesn't make sense. Use of the route should be the focus versus its length. (SC) – Regional activity centers as defined in Thrive. (SC) – Economic development is important. Want to see projects that attract and spur development. Local land use in place and projects maximize the opportunity. (SC) – Do the points need to be consistent across all functional classes? (PMT) – Availability of freight and commercial data is limited. (PMT) – Need clarification on the intent of the functional class measure. (CC) – Priority #2. (CC)
Usage [(3)]	– Current and forecast traffic volumes – Commercial vehicle usage – Current average annual transit ridership (provided by Council)	– Do we want to use forecast traffic volumes? Maybe more specific using VMT. (SC) – Use Heavy Commercial ADT or %. (CC)
Equity	– 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	– Affordable housing needs more discussion. Can we use similar scoring as the Livable Communities grants that comes from staff? Work force housing is under affordable housing. This would provide an incentive for counties and cities to work together. (SC)
Infrastructure Age/Condition	– Useful life/age of roadway and other infrastructure elements – Infrastructure condition – Length of proposed roadway not currently rated 10-ton – Deficient design features	– Assign higher point total for Reconstruction/Modernization versus Expansion projects. (PMT) – The total points possible when adding the Roadway Age/Condition and Congestion Reduction criteria should be the same for Expansion and Reconstruction/Modernization projects. (PMT) – Priority #1. (CC) – Eliminate infrastructure condition since it is hard to measure and useful life is easier to measure. (CC) – Add a geometric deficiency measure, such as length of route not meeting State Aid or TH standards. (CC)

10. Recommendations for Roadways Including Multimodal Elements Criteria:

Congestion Reduction [3]	– Project cost/increase in hourly person throughput (all modes) – Project cost/reduction in travel time – Project cost/reduction in V/C ratio	– Hourly person throughput is best measure. Need to discuss how we get better bike/pedestrian data. (SC) – Should receive more points if improvement is made to LOS D to F conditions versus LOS C. (SC) – Can we determine over what period of time congestion is being reduced? (SC) – The total points possible when adding the Roadway Age/Condition and Congestion Reduction criteria should be the same for Expansion and Reconstruction/Modernization projects. (PMT) – Vehicle occupancy stays constant. (PMT) – Use existing and forecast transit ridership to determine increased ridership. (PMT) – Add emissions reduction/air quality criteria since it was an important part of the past solicitation. (CC)
Safety [3]	– Project cost/crashes reduced by project (including severity)	– Need to emphasize this. (SC) – Consider the severity of crashes. (PMT) – Consider the type of crashes, specifically pedestrian/bicycle related. (PMT) – Add an access management measure such as number of access points reduced by the project. (CC)
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections [3]	– Proposed connections, improvements (transit, bicycle, pedestrian) and deficiencies addressed	– Connections should be identified in an improved system plan. (SC)
Project Readiness/Risk Assessment	– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)	– Use checklist to encourage early project development. (PMT)

(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.
(4) PMT = Project Management Team, SC = Steering Committee, CC = Carver County

10. Recommendations for Roadways Including Multimodal Elements Criteria:

Table 10C: Roadway System Management Streamlined Prioritizing Criteria

Prioritizing Criteria	Example Measures [1]	Notes[3]
Role in the Regional Transportation System and Economy	– 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	– Length of the route doesn't make sense. Use of the route should be the focus versus its length. (SC) – Regional activity centers as defined in Thrive. (SC) – Economic development is important. Want to see projects that attract and spur development. Local land use in place and projects maximize the opportunity. (SC) – Availability of freight and commercial data is limited. (PMT)
Usage	– Current and forecast traffic volumes – Commercial vehicle usage – Current average annual transit ridership (provided by Council)	– Do we want to use forecast traffic volumes? Maybe more specific using VMT. (SC) – Use Heavy Commercial ADT or %. (CC)
Equity	– 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 needs more discussion. Can we use similar scoring as the Livable Communities grants that comes from staff? Work force housing is under affordable housing. This would provide an incentive for counties and cities to work together. (SC)
Infrastructure Age/Condition	– Useful life/age of infrastructure elements	–
Congestion Reduction [2]	– Project cost/increase in hourly person throughput – Project cost/reduction in hours of delay per day	– Hourly person throughput is best measure. Need to discuss how we get better bike/pedestrian data. (SC) – Should receive more points if improvement is made to LOS D to F conditions versus LOS C. (SC) – Can we determine over what period of time congestion is being reduced? (SC) – Vehicle occupancy stays constant. (PMT) – Use existing and forecast transit ridership to determine increased ridership. (PMT) – Priority #1. (CC)
Safety	– Project cost/crashes reduced by project (including severity)	– Need to emphasize this. (SC) – Consider the severity of crashes. (PMT) – Consider the type of crashes, specifically pedestrian/bicycle related. (PMT)

10. Recommendations for Roadways Including Multimodal Elements Criteria:

Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections	– Proposed connections, improvements (transit, bicycle, and pedestrian), and deficiencies addressed	– Connections should be identified in an improved system plan. (SC)
Project Readiness/Risk Assessment	– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)	– Use checklist to encourage early project development. (PMT)

(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.
(3) PMT = Project Management Team, SC = Steering Committee, CC = Carver County

10. Recommendations for Roadways Including Multimodal Elements Criteria:

Table 10D: Bridges Streamlined Prioritizing Criteria
(Eligibility Limited to Non-Freeway Principal Arterials and "A" Minor Arterials)

Prioritizing Criteria	Example Measures [1]	Notes[3]
Role in the Regional Transportation System and Economy	– 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	– Regional activity centers as defined in Thrive. (SC) – Economic development is important. Want to see projects that attract and spur development. Local land use in place and projects maximize the opportunity. (SC) – Availability of freight and commercial data is limited. (PMT)
Usage	– Current and forecast traffic volumes – Current and forecast heavy commercial traffic volumes – Current average annual transit ridership (provided by Council)	– Do we want to use forecast traffic volumes? Maybe more specific using VMT. (SC)
Equity	– 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	– Affordable housing needs more discussion. Can we use similar scoring as the Livable Communities grants that comes from staff? Work force housing is under affordable housing. This would provide an incentive for counties and cities to work together. (SC)
Infrastructure Age/Condition (Safety) [2]	– Structural and sufficiency ratings of bridge elements – Correction of design deficiencies for bridge width, capacity constraint and vertical clearance	– Assess bridge safety. (PMT)
Multimodal Facilities (Transit, Bicycle, Pedestrian) and Connections	– Proposed connections, improvements (bicycle and pedestrian) and deficiencies addressed	– Connections should be identified in an improved system plan. (SC)
Project Readiness/Risk Assessment	– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)	– Use checklist to encourage early project development. (PMT)
Total Project Cost Effectiveness	– Project cost/total points awarded in other criteria listed	– Assess cost effectiveness due to high project costs. (PMT)

(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.
(3) PMT = Project Management Team, SC = Steering Committee, CC = Carver County

11. Recommendations for Bicycle and Pedestrian Facilities Criteria:

Table 11A: Multiuse Trails and Bicycle Facilities Streamlined Prioritizing Criteria

Prioritizing Criteria	Example Measures [1]	Notes[3]
Role in the Regional Transportation System and Economy	– 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	– Regional activity centers as defined in Thrive. (SC) – Economic development is important. Want to see projects that attract and spur development. Local land use in place and projects maximize the opportunity. (SC)
Usage [2]	– 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	– Population and employment data by Traffic Analysis Zone provided by Council.
Equity	– 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	– Affordable housing needs more discussion. Can we use similar scoring as the Livable Communities grants that comes from staff? Work force housing is under affordable housing. This would provide an incentive for counties and cities to work together. (SC)
Infrastructure Age/Condition	– Useful life/age of infrastructure elements – Infrastructure condition	–
Deficiencies and Safety [2]	– Existing deficiencies – Barriers overcome – Proposed safety improvements – Proposed ADA improvements	–
Multimodal Facilities (Transit and Roadway) and Connections	– Proposed connections to transit routes/facilities and roadways	– Connections should be identified in an improved system plan. (SC)
Project Readiness/Risk Assessment	– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)	– Use checklist to encourage early project development. (PMT)

(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.
(3) PMT = Project Management Team, SC = Steering Committee, CC = Carver County

11. Recommendations for Bicycle and Pedestrian Facilities Criteria:

Table 11B: Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Streamlined Prioritizing Criteria

Prioritizing Criteria	Example Measures [1]	Notes[3]
Role in the Regional Transportation System and Economy	– 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	– Regional activity centers as defined in Thrive. (SC) – Economic development is important. Want to see projects that attract and spur development. Local land use in place and projects maximize the opportunity. (SC)
Usage [2]	– 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	– Population and employment data by Traffic Analysis Zone provided by Council.
Equity	– 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	– Affordable housing needs more discussion. Can we use similar scoring as the Livable Communities grants that comes from staff? Work force housing is under affordable housing. This would provide an incentive for counties and cities to work together. (SC)
Infrastructure Age/Condition	– Useful life/age of infrastructure elements – Infrastructure condition	–
Deficiencies and Safety [2]	– Existing deficiencies – Barriers overcome – Proposed safety improvements – Proposed ADA improvements	–
Multimodal Facilities (Transit, Bicycle, and Roadway) and Connections	– Proposed connections to transit routes/facilities, trails, and roadways	– Connections should be identified in an improved system plan. (SC)
Project Readiness/Risk Assessment	– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.)	– Use checklist to encourage early project development. (PMT)

(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.
(3) PMT = Project Management Team, SC = Steering Committee, CC = Carver County

11. Recommendations for Bicycle and Pedestrian Facilities Criteria:

Table 11C: Safe Routes to School Infrastructure Streamlined Prioritizing Criteria
Criteria used in the first-time TAP solicitation including SRTS is currently underway [(1)]

Prioritizing Criteria	Example Measures	Notes[(3)]
Urgency/ Significance	– Time-sensitive opportunity – Addresses significant opportunity, unmet need or problem	–
Impact	– Fills gaps, overcomes barriers, connects system segments or otherwise is significant opportunity in pedestrian/bike network	–
Relationship between SRTS Program Elements	– How 5Es (evaluation, education, encouragement, enforcement, and engineering) of SRTS programs considered or incorporated	–
Relationship to Intermodal/ Multimodal Transportation System	– 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	– How project meets SRTS program purposes	–
Maturity of Project/Risk Assessment	– 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.
(2) TAC/TAC Funding and Programming will be tasked with evaluating the first-time TAP solicitation and recommending the final measures
(3) PMT = Project Management Team, SC = Steering Committee, CC = Carver County

12. Recommendations for Transit and TDM Criteria:

Table 12A: Transit Expansion Streamlined Prioritizing Criteria

Prioritizing Criteria	Example Measures [1]	Notes[3]
Role in the Regional Transportation System and Economy	– 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	– Potentially also include as a qualifying criteria; Projects not in the RSIP would need to apply for inclusion in it beforehand (PMT) – Regional activity centers as defined in Thrive. (SC) – Economic development is important. Want to see projects that attract and spur development. Local land use in place and projects maximize the opportunity. (SC)
Usage [2]	– Project cost per existing or new daily transit rides – Project cost per total population/employment served by project	–
Equity	– 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	– Affordable housing needs more discussion. Can we use similar scoring as the Livable Communities grants that comes from staff? Work force housing is under affordable housing. This would provide an incentive for counties and cities to work together. (SC)
Infrastructure Age/Condition	– Useful life/age of infrastructure elements	–
Emissions Reduction	– Project cost/daily emissions reduced (KG)	– Assesses mode shift? (PMT)
Improvement Quality Rating	– Percentage impact for service speeds, span of service, customer information, etc.	–
Multimodal Facilities (Roadway, Bicycle, Pedestrian) and Connections	– Proposed connections, improvements (roadway, bicycle, pedestrian) and deficiencies addressed	– Connections should be identified in an improved system plan. (SC)
Project Readiness/Risk Assessment	– Project development checklist (project readiness, right-of-way, environmental documentation, railroad issues, etc.) – Availability of operating funds	– Use checklist to encourage early project development. (PMT)

(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
(3) PMT = Project Management Team, SC = Steering Committee, CC = Carver County.

12. Recommendations for Transit and TDM Criteria:

Table 12B: Transit System Modernization [(1)] Streamlined Prioritizing Criteria

Prioritizing Criteria	Example Measures [(2)]	Notes[(4)]
Role in the Regional Transportation System and Economy	– Proximity to identified TOD overlay zones – Proximity to identified job and activity centers – Total population/employment in area served by project	– Regional activity centers as defined in Thrive. (SC) – Economic development is important. Want to see projects that attract and spur development. Local land use in place and projects maximize the opportunity. (SC)
Usage [(3)]	– Project cost/total daily transit rides affected by project – Project capital cost/savings in operating cost	– System-wide projects (such as garages, AVL systems, etc.) would need a more generic rating here and perhaps wouldn't fit (PMT) – May depend on type of project; would need to have different ranges for different project types (PMT)
Equity	– 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	– Affordable housing needs more discussion. Can we use similar scoring as the Livable Communities grants that comes from staff? Work force housing is under affordable housing. This would provide an incentive for counties and cities to work together. (SC)
Infrastructure Age/Condition	– Useful life/age of infrastructure elements	–
Emissions Reduction	– Project cost/daily emissions reduced (KG)	–
Improvement Quality Rating	– Percentage impact for service speeds, span of service, customer information, etc.	–
Multimodal Facilities (Roadway, Bicycle, Pedestrian) and Connections	– Proposed connections, improvements (roadway, bicycle, pedestrian), and deficiencies addressed – Connections to regional destinations from the transit improvement	– Connections should be identified in an improved system plan. (SC)
Project Readiness/Risk Assessment	– Project development checklist (project readiness, right-of-way, environmental documentation, railroads issues, etc.)	– Use checklist to encourage early project development. (PMT)

(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.
(4) PMT = Project Management Team, SC = Steering Committee, CC = Carver County

12. Recommendations for Transit and TDM Criteria:

Table 12C: TDM (Competitive) Streamlined Prioritizing Criteria
Criteria used in the first-time TDM solicitation currently underway [(1)]

Prioritizing Criteria	Example Measures [(2)]	Notes[(3)]
Project Clarity and Readiness	– 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	– 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	– 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	– 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	– 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 * 0.857157 – PM2.5 reduced = VMT reduced * 0.000192 – NOx reduced = VMT reduced * 0.056438 – 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.
(3) PMT = Project Management Team, SC = Steering Committee, CC = Carver County