

# Bridges

## Prioritizing Criteria and Measures

September 18, 2019

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

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

### Examples of Bridge Rehabilitation/Replacement Projects:

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

### Scoring:

Criteria and Measures	Points	% of Total Points
<b>1. Role in the Regional Transportation System and Economy</b>	<b>195</b>	<b>18%</b>
Measure A - Distance to the nearest parallel bridge	100	
Measure B - Connection to Total Jobs, Manufacturing/Distribution Jobs, and post-secondary students	30	
Measure C - Regional Truck Corridor Study tiers	65	
<b>2. Usage</b>	<b>130</b>	<b>12%</b>
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
<b>3. Equity and Housing Performance</b>	<b>100</b>	<b>9%</b>
Measure A - Benefits and outreach to disadvantaged populations	50	
Measure B - Housing Performance Score/ affordable housing connection	50	
<b>4. Infrastructure Condition</b>	<b>400</b>	<b>36%</b>
Measure A – Bridge Sufficiency Rating	300	
Measure B – Load-Posting	100	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
<b>6. Risk Assessment</b>	<b>75</b>	<b>7%</b>
Measure A - Risk Assessment Form	75	

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

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

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

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

**RESPONSE:**

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

**SCORING GUIDANCE (100 Points)**

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

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

**RESPONSE:** (Data from the “Regional Economy” map):

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

Upload the “Regional Economy” map used for this measure.

**SCORING GUIDANCE** (30 Points)

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

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

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

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

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

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

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

Use the final study report for this measure:

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

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

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

SCORING GUIDANCE (65 Points)

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

**2. Usage (130 Points)**

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

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

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

**RESPONSE:**

- Location: \_\_\_\_\_
- Current AADT volume: \_\_\_\_\_
- Existing Transit Routes on the Project: \_\_\_\_\_
- Upload the “Transit Connections” map.

SCORING GUIDANCE (100 Points)

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

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

**RESPONSE:**

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

OR

**RESPONSE:**

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

**SCORING GUIDANCE** (30 Points)

The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive  $(28,000/32,000)*30$  points or 26 points.

**3. Equity and Housing Performance (100 Points)**

This criterion addresses the [Council’s role in advancing equity](#) by examining how a project directly provides benefits to, or impacts (positive and negative) low-income populations, people of color, people with disabilities, youth and the elderly. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community’s overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing residents.

A. **MEASURE:** Socio-Economic Equity

1. **Sub-measure:** Equity Population Engagement (0 to 20 points): A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a project’s development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects’ purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

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

2. **Sub-measure:** Equity Population Benefits and Impacts (0 to 30 points): A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits

go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.

- a. (0 to 30 points) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

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

- b. (-10 to 0 points) Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
  - Increased noise.
  - Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
  - Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
  - Increased speed and/or “cut-through” traffic.
  - Removed or diminished safe bicycle access.
  - Inclusion of some other barrier to access to jobs and other destinations.
  - Displacement of residents and businesses.
  - Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.
  - Other
3. **Sub-measure: Bonus Points (0 to 25 points)** Those projects that score at least 80% of the maximum total points available through measures A and B will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
- b. 20 points to projects within an Area of Concentrated Poverty
- c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- d. 10 points for all other areas

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

**RESPONSE** (Select one, based on the “Socio-Economic Conditions” map):

- Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):
- Project is located in an Area of Concentrated Poverty:
- Project’s census tracts are above the regional average for population in poverty or population of color:
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:

**SCORING GUIDANCE** (50 Points)

Each application will be qualitatively scored based on the available points for each measure and will receive the number of points awarded. If the applicant receives at least 80% of the available points, i.e., 40 points for the Roadway applications, the project will receive Bonus points as described under Measure C. If an applicant qualifies for Bonus points it will result in a Socio-Economic Equity score of more than the total points available.

- B. **MEASURE:** Projects will be scored based on two housing measures: 1. the 2019 Housing Performance Score for the city or township in which the project is located (40 points) and 2. the project’s connection to affordable housing (10 points) as described below.

**Part 1 (40 points): Housing Performance Score**

A city or township’s housing performance score is calculated annually by the Metropolitan Council using data from four categories: new affordable or mixed-income housing completed in the last ten years; preservation projects completed in the last seven years and/or substantial rehabilitation projects completed in the last three years; housing program participation and production, and housing policies and ordinances; and characteristics of the existing housing stock. Data for the housing performance scores are updated each year by the Council, and the city or township is provided with an opportunity to review and revise the information

Council staff will use the most current housing score for each city or township. If the project is located in more than one jurisdiction, the points will be awarded based on a weighted average using length or population of the project in each jurisdiction. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), the project will not be



disadvantaged by this measure and the project's total score will be adjusted during scoring to remove this scoring measure.

**RESPONSE:** (NOTE: The below bullets vary slightly by funding category)

- City/Township: \_\_\_\_\_
- Total project cost: \_\_\_\_\_
- Length of Segment (For stand-alone projects, enter population from Regional Economy map) within each City/Township: \_\_\_\_\_
- Percent of total funds to be spent within City/Township: \_\_\_\_\_

**Part 2 (10 points): Affordable Housing Access**

This measure is a qualitative scoring measure. Describe and map any affordable housing developments—planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.

Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.

**RESPONSE:**

(Limit 2,100 characters; approximately 300 words):

**SCORING GUIDANCE** (50 Points)

Part 1 (40 points): The applicant with the highest 2019 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive  $(55/90)*40$  points or 24 points.

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

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



point scale. If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the Housing Performance Score (or weighted average) and the hold-harmless method should be used. This will result in a total score that will be somewhere between 960 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale. NOTE: Any community without a Housing Performance Score in 2018 will be awarded the better of its new score in 2020 and the above method. NOTE: in these cases, the raw points from Part 2 will be included in the 960-point total.

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

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

Note: Metropolitan Council staff will score this measure.

#### 4. Infrastructure Condition (400 Points)

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

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

**RESPONSE:**

- Bridge Sufficiency Rating: \_\_\_\_\_

Upload Structure Inventory Report.

#### SCORING GUIDANCE (300 Points)

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

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

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

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

#### SCORING GUIDANCE (100 Points)

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

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

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

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

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

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

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

### 6. *Risk Assessment (75 Points)*

This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region

is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks are outlined in the checklist in the required Risk Assessment.

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

**RESPONSE:** (Complete Risk Assessment):

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

### 1. Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries

100%  Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50%  Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

0%  Layout has not been started

Anticipated date or date of completion:

### 2. Review of Section 106 Historic Resources (15 Percent of Points)

100%  No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%  There are historical/archeological properties present but determination of “no historic properties affected” is anticipated.

100%  Historic/archeological property impacted; determination of “no adverse effect” anticipated

40%  Historic/archeological property impacted; determination of “adverse effect” anticipated

0%  Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge:

### 3. Right-of-Way (25 Percent of Points)

100%  Right-of-way, permanent or temporary easements either not required or all have been acquired

50%  Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

25%  Right-of-way, permanent or temporary easements required, parcels identified

0%  Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition

**4. Railroad Involvement (15 Percent of Points)**

100%  No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

50%  Railroad Right-of-Way Agreement required; negotiations have begun

0%  Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement

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

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

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

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

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

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

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

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

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

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

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

**SCORING GUIDANCE** (75 Points)

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

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

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

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

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

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

**SCORING GUIDANCE** (100 Points)

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

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

**TOTAL: 1,100 POINTS**