Spot Mobility and Safety

Prioritizing Criteria and Measures

January 22, 2020

**Definition:** An at-grade intersection or corridor-level intersection improvement project that focuses on mobility and safety (described as a Regional Mobility project under Spot Mobility in the TPP). New interchanges or projects that add new thru lane capacity (e.g., two-lane to four-lane expansions) should apply in the Strategic Capacity application category. Projects that address mobility and safety at multiple intersections on a corridor are encouraged. However, projects that propose to reconstruct the roadway for the length of the corridor should apply in the Roadway Reconstruction/Modernization application category.

# Examples of Spot Mobility and Safety Projects:

* New or extended turn lanes at one or more intersections
* New intersection controls such as roundabouts or traffic signals
* Unsignalized or signalized reduced conflict intersections
* Other innovative/alternative intersection designs such as green t-intersections

# Scoring:

| Criteria and Measures | Points | % of Total Points |
| --- | --- | --- |
| 1. Role in the Regional Transportation System and Economy | **175** | **16%** |
| Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or Congestion Management Safety Plan Opportunity Areas | 100 |  |
| Measure B - Regional Truck Corridor Study Tiers | 75 |  |
| 1. Equity and Housing Performance | **100** | **9%** |
| Measure A - Benefits and outreach to disadvantaged populations | 50 |  |
| Measure B - Housing Performance Score / affordable housing connection | 50 |  |
| 1. Congestion Reduction/Air Quality | **275** | **25%** |
| Measure A - Vehicle delay reduced | 200 |  |
| Measure B - Kg of emissions reduced | 75 |  |
| 1. Safety | **275** | **25%** |
| Measure A - Crashes reduced | 225 |  |
| Measure B - Pedestrian Crash Reduction (Proactive) | 50 |  |
| 1. Multimodal Elements and Existing Connections | **100** | **9%** |
| Measure A - Transit, bicycle, or pedestrian project elements & connections | 100 |  |
| 1. Risk Assessment | **75** | **7%** |
| Measure A - Risk Assessment Form | 75 |  |
| 1. Cost Effectiveness | **100** | **9%** |
| Measure A - Cost effectiveness (total points awarded/total project cost) | 100 |  |
| Total | **1,100** |  |

## Role in the Regional Transportation System and Economy (175 Points)

Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on the congestion in the project area, congestion levels along the regional transportation system near the project, how it aligns with the Principal Arterial Intersection Conversion Study, Congestion Management Safety Plan IV, , and the Regional Truck Corridor Study.

1. MEASURE: Identify the level of congestion within the project area. This measure uses speed data as was used as part of the Congestion Management Process (CMP) Plan. It is anticipated that the CMP Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. Also, identify the level of congestion on a parallel route and how the project area is prioritized in the Principal Arterial Intersection Conversion Study and Congestion Management Safety Plan IV. Respond to each of the four sub-sections below. Projects will get the highest score of the four sub-sections.

### Congestion within Project Area:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the “Level of Congestion” map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

RESPONSE:

* Free-Flow Travel Speed:
* Peak Hour Travel Speed:
* Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):

Upload the “Level of Congestion” map used for this measure.

### Congestion on adjacent Parallel Routes:

The measure will analyze the level of congestion on an adjacent parallel A-minor arterial or principal arterial to determine the importance of the roadway in managing congestion on the Regional Highway System. Council staff will provide travel speed data on an applicant-selected adjacent parallel route that is adjacent to the proposed project on the “Level of Congestion” map. The analysis will compare the peak hour travel speed on an adjacent parallel route to free-flow conditions on this same route to understand congestion levels in the area of the project, which correlates to the role that the project plays in the regional transportation system and economy. The applicant must identify the adjacent parallel corridor as part of the response. The end points of this adjacent parallel corridor must align as closely as possible to the project end points.

RESPONSE:

* Adjacent Parallel Corridor:
* Adjacent Parallel Corridor Start and End Points:
* Free-Flow Travel Speed):
* Peak Hour Travel Speed:
* Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):

Upload the “Level of Congestion” map used for this measure.

### Principal Arterial Intersection Conversion Study:

The measure relies on the results of the Principal Arterial Intersection Conversion Study, which prioritized non-freeway principal arterial intersections. In addition to interchange projects, other lane expansion projects that make improvements to a low-, medium-, or high-priority intersection can also earn points in this measure.

Use the final study report for this measure: [metrocouncil.org/PAICs](https://metrocouncil.org/PAICS)

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

* Proposed at-grade project that reduces delay at a High Priority Intersection: ☐ (100 Points)
* Proposed at-grade project that reduces delay at a Medium Priority Intersection: ☐ (90 Points)
* Proposed at-grade project that reduces delay at a Low Priority Intersection: ☐ (80 Points)
* Not listed as a priority in the study: ☐ (0 Points)

### Congestion Management Safety Plan IV:

The measure relies on the results on MnDOT’s Congestion Management Safety Plan IV (CMSP IV), which prioritized lower cost/high benefit, spot mobility projects on MnDOT-owned roadways. For the Regional Solicitation, only the CMSP opportunity areas on the A-minor arterial or non-freeway principal arterial systems are eligible. Principal arterial projects on the freeway system are not eligible for funding per TAB-adopted rules.

Use the final list of [CMSP IV opportunity area locations](https://metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation-NEW/Applying-for-Regional-Solicitation-funds/Resources/R4CmspMap.aspx) as depicted in the 2040 Transportation Policy Plan (2018).

RESPONSE (Select one for your project):

* Proposed at-grade project that reduces delay at a CMSP opportunity area: ☐ (100 Points)
* Not listed as a CMSP priority location: ☐ (0 Points)

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| SCORING GUIDANCE (100 Points)  Due to the four scoring methods, more than one project can score the maximum points. In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 3A. If the project does not reduce delay, then it will score 0 points for this measure.  Congestion within Project Area: The applicant with the most congestion within the project area (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)\*100 points, or 50 points. If the project covers more than one segment of speed data, the applicants can use the one that is most beneficial to their score.  Congestion on adjacent Parallel Routes: The applicant with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)\*100 points, or 50 points. Applicants can use the adjacent parallel route that is most beneficial to their score.  Principal Arterial Intersection Conversion Study: Projects will be scored based on their Principal Arterial Intersection Conversion Study priorities.  Congestion Management and Safety Plan IV: Projects will be scored based on whether their project location is in a Congestion Management and Safety Plan opportunity area.  The scorer will assess if the applicant would score highest with congestion on adjacent parallel routes part of the measure, the Principal Arterial Intersection Conversion Study part of the measure, or the CMSP IV part of the measure and give the applicant the highest of the four scores out of a maximum of 1000 points.  Note: Due to the use of multiple sub-sections, multiple applicants may receive the full 100 points. |

1. MEASURE: This criterion relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (75 points)

Use the final study report for this measure: <https://metrocouncil.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):

* Along Tier 1: ☐ Miles (to the nearest 0.1 miles):
* Along Tier 2: ☐ Miles (to the nearest 0.1 miles):
* Along Tier 3: ☐ Miles (to the nearest 0.1 miles)
* The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐
* None of the tiers: ☐

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| SCORING GUIDANCE (75 Points)  Applicants will be awarded points as assigned in the above tiers:   * Projects along Tier 1: 75 points * Projects along Tier 2: 65 points * Projects along Tier 3: 55 points * Projects that that provide a direct and immediate connection to a corridor: 10 points. * None of the tiers: 0 points   If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to 75 points, with the others adjusted proportionately.  Note: Due to the use of tiered scoring, multiple applications can receive the full points. |

## Equity and Housing Performance (100 Points)

This criterion addresses the [Council’s role in advancing equity](https://metrocouncil.org/About-Us/why-we-matter/Equity.aspx) 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.

1. MEASURE: Socio-Economic Equity
2. **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.

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

1. **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.
2. (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.

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

1. (-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.

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| (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

1. **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:
   1. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
   2. 20 points to projects within an Area of Concentrated Poverty
   3. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   4. 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.

1. 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):

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| 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. |

## Congestion Reduction/Air Quality (275 Points)

This criterion measures the project’s ability to reduce intersection delay and emissions during peak hour conditions. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions.

1. MEASURE: Conduct a capacity analysis at one or more of the intersections being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour delay at one or more intersections and the reduction in total peak hour intersection delay at these intersections in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection can be can added together to determine the total delay reduced by the project.

The applicant should include the appropriate Synchro or HCM full reports (including the Timing Page Report) that support the improvement in total peak hour delay and should conduct the analysis using the following:

* Under the network settings, all defaults should be used for lanes, saturation flow rates, volumes, and simulation
* Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals). Use the setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
* Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
* Roadway lengths for intersection approaches must be the same length for before and after scenarios
* An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year
* For most projects, the volumes with and without the project should be the same; however, some project types such as new roadways, new ramps, or new interchanges may have different volumes.

Total Peak Hour Delay Reduced (Seconds) = Total Peak Hour Delay Per Vehicle x Vehicles Per Hour

RESPONSE:

* Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle):\_\_\_\_\_\_\_\_\_\_\_
* Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle):\_\_\_\_\_\_\_\_\_\_\_
* Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle):\_\_\_\_\_\_\_\_\_\_\_ (automatically calculated)
* Volume without the Project (Vehicles Per Hour): \_\_\_\_\_\_\_\_\_\_\_
* Volume with the Project (Vehicles Per Hour): \_\_\_\_\_\_\_\_\_\_\_
* Total Peak Hour Delay Reduced by the Project (Seconds): \_\_\_\_\_\_\_\_\_\_\_ (automatically calculated)

EXPLANATION of date of last signal retiming for signalized corridors (Limit 1,400 characters; approximately 200 words):

Upload Synchro or HCM Report

SCORING GUIDANCE (200 Points)

The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive (5,000/25,000)\*200 points, or 40 points.

1. MEASURE: Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NOX, VOC) due to the project. The applicant should include the appropriate Synchro or HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be can added together to determine the total emissions reduced by the project.

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

RESPONSE (Calculation):

* Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):\_\_\_\_\_\_\_\_\_\_\_
* Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):\_\_\_\_\_\_\_\_\_\_\_
* Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):\_\_\_\_\_\_\_\_\_\_\_

EXPLANATION of methodology and assumptions used (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (75 Points)

The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)\*75 points or 45 points.

## Safety (275 Points)

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

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

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2016 through 2018. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet (www.dot.state.mn.us/stateaid/trafficsafety.html) that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE:

* Crash Modification Factors Used (Limit 700 characters; approximately 100 words): \_\_\_\_\_\_\_
* Rationale for Crash Modifications Selected (Limit 1,400 characters; approximately 200 words): \_\_\_\_\_\_\_
* Project Benefit ($) from B/C ratio: \_\_\_\_\_\_\_
* Explanation of Methodology: \_\_\_\_\_\_\_
* Total Fatal (K) Crashes: \_\_\_\_\_\_
* Total Serious Injury (A) Crashes: \_\_\_\_\_\_
* Total Non-Motorized Fatal and Serious Injury Crashes: \_\_\_\_\_\_
* Total Crashes: \_\_\_\_\_\_
* Total Fatal (K) Crashes Reduced by Project: \_\_\_\_\_\_
* Total Serious Injury (A) Crashes Reduced by Project: \_\_\_\_\_\_
* Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: \_\_\_\_\_\_
* Total Crashes Reduced by Project: \_\_\_\_\_\_

SCORING GUIDANCE (225 Points)

The applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of $11,000,000 and the top project had safety benefits of $16,000,000, this applicant would receive (11,000,000/16,000,000)\*225 points or 155 points.

1. MEASURE: Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its [Safe Transportation for Every Pedestrian program](https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.fhwa.dot.gov%2Finnovation%2Feverydaycounts%2Fedc_4%2Fstep.cfm&data=02%7C01%7C%7C02e71c1ae4d240a0215608d70150cce6%7Cddbff68b482a457381e0fef8156a4fd0%7C0%7C0%7C636979318857305677&sdata=45pPuEHdIKQhsZFrTu8ft54JmkbjAtyYzC0mzJrqWZk%3D&reserved=0) or others in its [Proven Safety Countermeasures](https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafety.fhwa.dot.gov%2Fprovencountermeasures%2F&data=02%7C01%7C%7C02e71c1ae4d240a0215608d70150cce6%7Cddbff68b482a457381e0fef8156a4fd0%7C0%7C0%7C636979318857315673&sdata=MJt2Eu8IQ0NLS7uo9J3j%2BtsgsRrlVlfiBn6pfxRrbfc%3D&reserved=0) (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT’s [Best Practices for Pedestrian/Bicycle Safety](https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.dot.state.mn.us%2Fstateaid%2Ftrafficsafety%2Freference%2Fped-bike-handbook-09.18.2013-v1.pdf&data=02%7C01%7C%7C02e71c1ae4d240a0215608d70150cce6%7Cddbff68b482a457381e0fef8156a4fd0%7C0%7C0%7C636979318857315673&sdata=57Exek%2BlZCcN3gmm2wlDZmm9VPs0FxUhuxZRm2A%2FGgE%3D&reserved=0)

SCORING GUIDANCE (50 Points)

The project that will provide the most improvement to pedestrian safety will receive full points. Remaining projects will receive a share of the full points at the scorer’s discretion.

## Multimodal Elements and Existing Connections (100 Points)

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

1. MEASURE: Describe how the project positively affects the multimodal system.

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

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

SCORING GUIDANCE (100 Points)

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

## 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.

1. 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: \_\_\_\_\_\_\_

1. **Review of Section 106 Historic Resources (15 Percent of Points)**

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

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

80%  Historic/archeological property impacted; determination of “no adverse effect” anticipated

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

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

Project is located on an identified historic bridge:

1. **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 \_\_\_\_\_\_\_

1. **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 \_\_\_\_\_\_

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

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

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.

## Cost Effectiveness (100 Points)

This criterion will assess the project’s cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria. If a project has been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), project sponsors may reduce the total project cost for the purposes of this scoring measure by the amount of the outside funding award.

1. 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)

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| 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**