Bridges

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund preservation and replacement projects for existing bridges to improve infrastructure condition and multimodal travel options.

Definition: A bridge rehabilitation or replacement project (with a clear span of over 20 feet) located on a 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~~Strategic Capacity application category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation ~~of 20 or more feet~~ with a National Bridge Inventory Condition rating of 6 or less.
- Bridge replacement ~~of 20 or more feet~~ with a National Bridge Inventory Condition rating of 4 or less.

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	**195**	**18%**
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	
2. Usage	**130**	**12%**
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Affordable Housing ~~Performance~~	**100**	**9%**
Measure A - ~~Benefits and outreach to disadvantaged populations~~Engagement	~~50~~30	
Measure B - Equity population benefits and impacts	40	
Measure C~~B~~ - ~~Housing Performance Score/ a~~Affordable housing ~~connection~~access	~~50~~30	
4. Infrastructure Condition	**400**	**36%**
Measure A – National Bridge Inventory Condition Rating	300	
Measure B – Load-Posting	100	

Criteria and Measures	Points	% of Total Points
5. Multimodal Elements and Existing Connections	**100**	**9%**
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
6. Risk Assessment	**75**	**7%**
Measure A - Risk Assessment Form	75	
7. 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 (195 Points)

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

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

RESPONSE:

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

SCORING GUIDANCE (100 Points)

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

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

RESPONSE: (Data from the "Regional Economy" map):

- Existing Employment within 1 Mile:_____(Maximum of 30 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile:_____ (Maximum of 30 points)

- Existing Post-Secondary Students within 1 Mile: _____(Maximum of 18 points)

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

SCORING GUIDANCE (30 Points)

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

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

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

The applicant with the highest number of post-secondary students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*18 points or 12 points.

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

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

C. MEASURE: This measure relies on the results in the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors*. (65 points)

~~Use the final study report for this measure~~:

RESPONSE (Select one for your project, based on the updated 2021 Regional Truck Corridors ~~Study~~):

- Along Tier 1: ☐ Miles (to the nearest 0.1 miles): _____ (65 points)
- Along Tier 2: ☐ Miles (to the nearest 0.1 miles): _____ (60 points)
- Along Tier 3: ☐ Miles (to the nearest 0.1 miles) _____ (55 points)
- ~~The project 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.

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to 65 points, with the others adjusted proportionately.

Note that multiple applicants can score the maximum point allotment.

2. Usage (130 Points)

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

A. **MEASURE**: Metropolitan Council staff will calculate the current daily person throughput at one location on the A-minor arterial or non-freeway principal arterial bridge using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length and provide the current AADT volume from the *MnDOT 50-series maps* (select Twin Cities Metro Area Street Series under Traffic Volume (AADT)). Due to the potential timing issues with when a traffic count was taken relative to the COVID-19 pandemic (and resulting drop in traffic volumes), applicants may also use a historic AADT volume or take their own count, assuming the methodology is consistent with MnDOT's methodology. Reference the "Transit Connections" map for transit routes along the project. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length.

   - Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (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)*100 points or 67 points.

B. **MEASURE**: Provide the forecast (2040) average daily traffic volume at the same location on the A-minor arterial or non-freeway principal arterial bridge, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the

Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (30 points)

RESPONSE:

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

OR

RESPONSE:

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

SCORING GUIDANCE (30 Points)

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

3. Equity and Affordable Housing ~~Performance~~ (100 Points)

This criterion addresses the *Council's role in advancing equity~~Council's role in advancing equity~~* by examining how a project directly ~~provides~~ benefits ~~to,~~ or impacts (positively~~positive~~ and negatively) Black, Indigenous, and People of Color (BIPOC) populations,~~negative)~~ low-income populations, people ~~of color, people~~ with disabilities, youth~~, and~~ older adults, and residents of affordable housing. The criterion evaluates whether the applicant engaged these populations to identify transportation needs and potential solutions and how the project will address these identified needs. The criterion also evaluates a community's overall efforts to implement affordable housing and how the project improves multimodal access to affordable housing ~~residents~~.

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

A. **~~Sub-measure~~**: ~~Equity Population~~ Engagement (0 to 30~~20~~ points). This measure is a qualitative scoring measure.

~~):~~ A successful project is ~~one that is~~ the result of active engagement of Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, ~~and~~ older adults, and residents in affordable housing.~~.~~ Engagement should occur prior to and during project~~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.

i. ~~-~~Describe ~~and map the location of~~ any Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ disabled populations, youth, or older adults within a ½ mile of the proposed project. ~~-~~Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing~~specific populations~~ were engaged ~~and~~, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What ~~Describe what~~ engagement methods and tools were used?
2. How did you engage ~~and how the input from these groups is reflected in the project's 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?
3. What~~;~~ techniques did you use to reach ~~out to~~ populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose~~; feedback from these populations identifying potential positive~~ and need identified?
5. How was~~negative elements of~~ the community engaged as the~~proposed~~ project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did~~through~~ engagement influence the project plans or~~, study~~ recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

~~1.~~8. ~~, or plans that provide feedback from populations that may be impacted by the proposed project.~~ If applicable,~~relevant, describe~~ how will NEPA or Title VI regulations will guide engagement activities?~~.~~

(Limit 2,800~~1,400~~ characters; approximately 400~~200~~ words):

SCORING GUIDANCE (0 to 30 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

B. **MEASURE~~Sub-measure~~**: Equity Population Benefits and Impacts (0 to 40~~30~~ points). This measure~~): A successful project~~ is a qualitative scoring measure.

Successful projects are~~one that has been~~ designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ persons with disabilities, youth, ~~and~~ older adults. ~~-~~All projects must mitigate potential negative benefits as required under federal law.~~-~~ Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 30 points)~~ Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Benefits could relate to:

- ~~-~~pedestrian and bicycle safety improvements;
- ~~-~~public health benefits;
- ~~-~~direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other; ~~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):~~

- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific~~(-10~~ to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe ~~0 points) Describe~~ any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, ~~people of color,~~ children, people with disabilities, youth, and older adults. Describe ~~created by the project, along with~~ measures ~~that will be taken~~ to mitigate these~~them. Negative~~ impacts. Unidentified or unmitigated negative impacts may ~~that are not adequately mitigated can~~ result in a reduction in points.

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

Below is a list of potential negative impacts. This~~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.

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

SCORING GUIDANCE (0 to 40 Points)

Each application will be qualitatively scored based on the available points and will receive the number of points awarded.

~~B.~~ **MEASURE**: Affordable Housing Access (0 to 30 points). ~~Displacement of residents and businesses.~~

~~C. Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.~~

~~D. Other~~

C. ~~**Sub-measure: Bonus Points (0 to**~~ This measure is a qualitative scoring measure.

Describe any affordable housing developments—existing, under construction, or planned—within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project’s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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

SCORING GUIDANCE (0 to 30 points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 30 points. Multiple projects may receive the highest possible score of 30 points based on this assessment. Remaining projects will receive a share of the full points at the scorer's discretion.

~~E.~~D. **BONUS POINTS (0 TO 25 POINTS ABOVE THE TOTAL CRITERION POINTS)**~~points)~~ Those projects that score at least 80% of the maximum total points available through Measures A, B,~~sub-measures 1~~ and C~~2~~ will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- 25 points to projects within an Area of Concentrated Poverty
- 15~~20~~ points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- 10 points for all other areas

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

RESPONSE (Select one, based on the "Socio-Economic Conditions" map):

- Project is located in an Area of Concentrated Poverty: ☐
- Project's census tracts are above the regional average for population in poverty or population of color: ☐
- Project located in a census tract that is below the regional average for population in poverty or populations of color: ☐

SCORING GUIDANCE (0 to 25~~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 in Measures A, B, and C (~~, i.~~e.g., 80~~., 40~~ points for the Roadway applications)~~,~~ the project will receive Bonus points as described~~ under sub-measure 3.~~ If an applicant qualifies for Bonus points it may~~will~~ result in an ~~a Socio-Economic~~ Equity and Affordable Housing score of more than the total points available.

~~F. **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~~~~:~~

- ~~City/Township: _____~~
- ~~Length of Segment (For stand-alone projects, enter population from Regional Economy map) within each City/Township: _____~~
- ~~Percent of segments within each 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):~~

4. Infrastructure Condition (400 Points)

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

A. **MEASURE**: Identify the lowest National Bridge Inventory condition rating among Deck, Superstructure, and Substructure from the most recent Structure Inventory Report. Attach the report to the application.

RESPONSE:

- Lowest National Bridge Inventory Condition Rating: ____
  - Deck Rating: _____
  - Superstructure Rating: _____
  - Substructure Rating: _____
  - Channel Rating: _____
  - Culvert Rating: _____

Upload Structure Inventory Report.

SCORING GUIDANCE (300 Points)

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

Rating of 3 or lower: 300 points
Rating of 4: 250 points
Rating of 5: 150 points
Rating of 6: 100 points

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

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

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

SCORING GUIDANCE (100 Points)

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

5. Multimodal Elements and Connections (100 Points)

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

A. **MEASURE**: Describe how the project positively affects the multimodal system.
- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans

that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

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

SCORING GUIDANCE (100 Points)

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

6. Risk Assessment (75 Points)

This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks are outlined in the checklist in the required Risk Assessment.

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

RESPONSE: (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects~~,~~ ~~except for n~~New/expanded transit service projects will receive full credit for items 2-5 but must fill out item 1. ~~or t~~Transit vehicle purchases will receive full credit.

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the *opportunity for public input* as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

~~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% ☐ Multiple types of targeted outreach efforts (such as meetings or online/mail outreach)~~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~~ online/mail outreach effort specific to this project with the general public ~~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 selection of this project.

RESPONSE (Limit 2,800 characters; approximately 400 words). Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.~~:~~

2. Layout (25 Percent of Points)

Layout ~~should~~ includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT ~~that the project goes through or agencies that maintain the~~

~~roadway(s))~~. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points.~~-~~ **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100% ☐ A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – colleen.brown@state.mn.us.

75% ☐ For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

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

25% ☐ Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been started

~~3. Anticipated date or date of completion: _____~~

~~4.~~3. Review of Section 106 Historic Resources (15 Percent of Points)

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

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

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

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

Project is located on an identified historic bridge: ☐

~~5.~~4. Right-of-Way (25 Percent of Points)

100% ☐ Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required~~,~~ - plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required, - - parcels identified

0% ☐ Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required, - - parcels not all identified

~~Anticipated date or date of acquisition _____~~

~~6.~~5. Railroad Involvement (15 Percent of Points)

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

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

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

Anticipated date or date of executed Agreement _____

SCORING GUIDANCE (75 Points)

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

7. Cost Effectiveness (100 Points)

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

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

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

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

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

SCORING GUIDANCE (100 Points)

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

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

TOTAL: 1,100 POINTS