

# Transit Expansion

## Prioritizing Criteria and Measures

September 15, 2021

**Purpose:** To fund transit projects that provide new or expanded transit service/facilities with the intent of attracting new transit riders to the system and reducing emissions.

**Definition:** A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep and fleet replacement is not eligible. Projects that deliver elements of a new arterial bus rapid transit (BRT) line are not eligible, although projects that benefit a wide range of services and users that includes arterial BRT lines may be eligible. If a project includes both expansion and modernization elements, it is the applicant’s discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.

Applications in the Transit Expansion category cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

### Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Customer facilities along a route for new or expanded service, new transit centers or stations
- Park-and-ride facilities or expansions
- Highway BRT and Dedicated Guideway BRT

### Scoring:

Criteria and Measures	Points	% of Total Points
<b>1. Role in the Regional Transportation System and Economy</b>	<b>100</b>	<b>9%</b>
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
<b>2. Usage</b>	<b>350</b>	<b>32%</b>
Measure A – New annual riders	350	
<b>3. Equity and <u>Affordable Housing Performance</u></b>	<b>200</b>	<b>18%</b>
Measure A – <del>Benefits and outreach to disadvantaged populations</del> <u>Engagement</u>	<del>6</del> <u>150</u>	
Measure B – <u>Equity population benefits and impacts</u>	<u>80</u>	
Measure B – <del>Housing Performance Score/ a</del> <u>Affordable housing connection/access</u>	<del>6</del> <u>50</u>	

Criteria and Measures	Points	% of Total Points
<b>4. Emissions Reduction</b>	<b>200</b>	<b>18%</b>
Measure A – Total emissions reduced	200	
<b>5. Multimodal Elements and Existing Connections</b>	<b>100</b>	<b>9%</b>
Measure A – Bicycle and pedestrian elements of the project and connections	100	
<b>6. Risk Assessment</b>	<b>50</b>	<b>5%</b>
Measure A – Risk Assessment Form	50	
<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>	

**1. Role in the Regional Transportation System and Economy (100 Points)**

This criterion measures the regional significance of the project, including the project’s connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project’s ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

- A. **MEASURE:** Reference the “Population/Employment” map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project’s bus stops or within 1/2 mile of the project’s transitway stations. Existing employment will be measured by summing the employment located in the census blocks that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include “last mile” service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (50 Points)

**RESPONSE:** (Data from the “Population/Employment” map):

- Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer: \_\_\_\_\_
- Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile transitway station) buffer: \_\_\_\_\_
- Existing Employment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required): \_\_\_\_\_
- Existing Post-Secondary Enrollment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required): \_\_\_\_\_

**EXPLANATION** of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

Upload the “Population/Employment” map used for this measure.

SCORING GUIDANCE (50 Points)

The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive  $(1,000/1,500) \times 50$  points or 33 points. Using the Metropolitan Council model, all Census blocks that are included within or intersect the buffer area around the project will be included in the analysis.

- B. **MEASURE:** Reference the “Transit Connections” map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the average weekday transit trips these connecting routes provide, as depicted on the “Transit Connections” map. Metropolitan Council staff will provide the average number of weekday trips for each connecting transit route.

Connections to planned transitway stations should be separately cited. Any transitway connection is worth 15 points.

**RESPONSE:** (Data from the “Transit Connections” map):

- Existing transit routes directly connected to the project: \_\_\_\_\_ (35 Points)
- Planned transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP): (15 Points)

Upload the “Transit Connections” map used for this measure.

**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2040 Transportation Policy Plan to include commuter rail, light rail, bus rapid transit (dedicated, highway, and arterial), and modern streetcar. Eligible transitway projects are those that have a mode and alignment identified in the Current Revenue Scenario of the 2040 Transportation Policy Plan.

If the project includes construction of a park-and-ride facility, employment and eligible educational institutions only include those directly connected by the transit routes exiting the facility.

**SCORING GUIDANCE** (50 Points)

The applicant with route connections having the highest number of weekday trips will receive the full points. To account for the impacts of the COVID-19 pandemic while still recognizing the resiliency of certain routes through 2020, average weekday trips will be based on a weighted average of 2019 and 2020 trips. The weighted average will be based on the following formula:

$(\text{Average 2019 Weekday Trips} \times 0.75) + (\text{Average 2020 Weekday Trips} \times 0.25)$

Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridershipservice of 100 trips and the top project had 150 trips, this applicant would receive  $(100/150) \times 35$  points or 23 points.

Any project with a connection to a planned transitway station should be awarded 15 points.

After each of the above scores are tabulated the top total score will be adjusted to 50 with all other

projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 50. A project that scored 19 points would be awarded  $(19/28)*50$ , or 34 points.

## 2. Usage (350 Points)

This criterion quantifies the project's impact by estimating the annual new transit ridership of the project.

- A. **MEASURE:** This measure will calculate the project's new riders. Based on the service type, estimate and provide the new annual transit ridership that is produced by the new project in the third year of service. (350 points)

**Note:** Up until two weeks prior to the application due date, applicants will be able to submit their projections to Council staff, who will advise whether the projections need to be corrected. This optional review, or lack thereof, will be made available to the scorer of this criterion. Applicants who plan to use an alternative ridership estimation methodology are strongly encouraged to do this to avoid risking a deduction in their score.

Select the service type and provide the annual transit ridership, based on the methodology listed below.

### Park-and-Rides and Express Routes Projects to Minneapolis and St. Paul Only:

- Use a technically sound forecast methodology to estimate the third year of ridership. The ridership estimate should include only new transit users and should exclude transit riders that shift from an existing facility or service. Applicants must clearly describe the methodology and assumptions used to estimate annual ridership.

The Metropolitan Council has developed a park-and-ride demand estimation model that provides technical data on potential new park-and-ride locations that can be a source of data for new or expanded park-and-ride projects. The data should still be reviewed for reasonableness when including in any application.

**Note:** Any Express routes not going to these downtown areas should follow the peer route methodology described in the "For Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only" section.

### Transitways Projects Only:

- Use most recent forecast data (current or opening year and 2040) to estimate ridership for the third year of service. Forecast data for the transitway must be derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted. Describe the study or plan where the ridership is derived from and where the documentation can be found (provide weblinks, if available).

**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2040 Transportation Policy Plan to include commuter rail; light rail; highway, dedicated, and arterial bus rapid transit; and modern streetcar. Eligible transitway projects are those included in either funding scenarios in the 2040 Transportation Policy Plan and that have a mode and alignment identified through a local process.

**Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only:**

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To account for impacts of the COVID-19 pandemic while still recognizing the resiliency of certain routes through 2020, applicants will use their best judgement to choose annual ridership figures from 2019 or 2020. The year chosen should be appropriate to the proposed service. To select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2040 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per service hour of at least three peer routes to apply a rate of ridership for the proposed service project. The route proposed for expansion and all three routes must use the same year's annual ridership. Additionally, describe how a peer route was selected in the response and any assumptions used. The applicant must also explain why they chose a given year for their forecast.

**RESPONSE:**

- Service Type: \_\_\_\_\_
- New Annual Ridership (Integer Only): \_\_\_\_\_
- Assumptions Used (Limit 2,800 characters; approximately 400 words): \_\_\_\_\_
- Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated (Limit 2,800 characters; approximately 400 words): \_\_\_\_\_

**SCORING GUIDANCE (350 Points)**

The applicant with the highest new annual ridership will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had ridership of 1,000,000 riders and the top project had a ridership of 1,500,000 riders, this applicant would receive  $(1,000,000/1,500,000)*350$  points or 233 points.

For urban and suburban local bus service and suburb-to-suburb express service, applicants should use peer routes from the same Transportation Policy Plan market area or peer routes that serve locations with similar development patterns. Points are scored based on sound methodology and clear relationship to the peer routes.

For all service types, up to 100 percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

**3. Equity and Affordable Housing Performance (200 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, older adults, and residents of affordable housing 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~~

~~A. Sub-measure: Equity Population Engagement (0 to 60 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, older adults, and residents in affordable housing, and the elderly. Engagement should occur prior to and during 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 the elderly 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 provided outreach to, 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 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?~~
- ~~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 and need identified?~~
- ~~5. How was the community engaged as the project was developed and designed?~~
- ~~6. How did you provide multiple opportunities for of Black, Indigenous, feedback from these populations identifying potential positive 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 engagement influence the project plans or negative elements of the proposed project through engagement, study recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?~~
- ~~4.8. \_\_\_\_\_, 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~~4,400 characters; approximately ~~400~~200 words):

**SCORING GUIDANCE (0 to 60 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 ~~80~~90 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, older adults, ~~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. Benefits to residents of affordable housing are addressed in Measure C.

~~(0 to 90 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~~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; 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 ~~and the elderly 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 80 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 60 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. 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 60 Points)**

The project that best provides meaningful improvements to access to affordable housing units will receive the full 60 points. Multiple projects may receive the highest possible score of 60 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~~ measures A, and B, and C 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 with 50% or more people of color~~
- ~~20 points to projects within an Area of Concentrated Poverty~~
- 15 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 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** (0 to 25450 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., 160, 40 points for Transit Expansionthe Roadway applications), the project will receive Bonus points as described under Measure C. If an applicant qualifies for Bonus points it maywill 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 the number of stops in each jurisdiction. If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates. 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: \_\_\_\_\_~~
- ~~• Number of stops within each City/Township: \_\_\_\_\_~~
- ~~• Percent of stops 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. Emissions Reduction (200 Points)**

This criterion measures the impact that the project’s implementation will have on air quality as measured by reductions in CO, NOx, CO2e, PM2.5, and VOC emissions. Applications for transit operating, vehicle or capital funds must calculate the benefit for the third year of service.

- A. **MEASURE:** The applicant must show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Calculate and provide the number of new daily transit riders and the distance from terminal to terminal in miles to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions.

Daily VMT Reduction = New Daily Transit Riders multiplied by Distance from Terminal to Terminal

**Emissions Factors**

- CO reduced = VMT reduced \* 2.39
- NOX reduced = VMT reduced \* 0.16
- CO2e reduced = VMT reduced \* 366.60
- PM2.5 reduced = VMT reduced \* 0.005
- VOCs reduced = VMT reduced \* 0.03

**RESPONSE:** (All reductions below including total reduced emissions will automatically calculate):

- New Daily Transit Riders: \_\_\_\_\_
- Distance from Terminal to Terminal (Miles)\_\_\_\_\_

**VMT Reduction** \_\_\_\_\_ (online calculation)

**CO Reduced** \_\_\_\_\_ (online calculation)

**NOx Reduced** \_\_\_\_\_ (online calculation)

**CO2e Reduced** \_\_\_\_\_ (online calculation)

**PM2.5 Reduced** \_\_\_\_\_ (online calculation)

**VOCs Reduced** \_\_\_\_\_ (online calculation)

**Total Emissions Reduced** \_\_\_\_\_ (online calculation)

**SCORING GUIDANCE** (200 Points)

The applicant with the greatest daily reduction in emissions due to VMT reduction will receive the full points. Remaining projects will receive a proportionate share of the full points. 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  $(3/5) \times 200$  points or 120 points.

**Note on Deductions:** For all service types, up to 100 percent of points can be deducted if the applicant provides no methodology for the Usage Measure (#2). The percent of points deducted for Emissions Reduction will be equivalent to any methodology deduction for the Usage Measure.

**5. 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, provides strong connections, and addresses the safe integration of these modes.

- A. **MEASURE:** Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

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

**SCORING GUIDANCE** (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit stops with safe / comfortable areas for pedestrians to walk or wait

**6. Risk Assessment (50 Points)**

This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

**Facility Projects:**

- 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.)

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

**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 will receive full credit for items 2-5 but must fill out item 1. ~~or~~ 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 include 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](mailto: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 (50 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  $(40/70) * 50$  points or 29 points.

### 7. Cost Effectiveness (100 Points)

This criterion will assess the project’s cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

- A. **MEASURE:** This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost.

Estimate and provide the annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equals the total annual project cost. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life.

Total annual project cost is the lump sum total project cost divided by the FTA “years of useful life” as listed here. As noted in the useful life table, operating costs should also be annualized. If the project has two or more components with differing years of useful life, annualize each component. If the project type is not listed in the document, use most similar project type or provide supporting documentation on useful life value used.

Applicants should include all operating and capital costs associated with implementing the entire project, even though the applicant may only be applying for part of these costs as part of the solicitation.

Project Type	Years of Useful Life
Operating funds	3
Passenger Automobile/Sedan/Minivan	4
Medium Duty Transit Buses	5
Heavy Duty Transit Buses	12
Over-the-Road Coach Buses	14
Park & Ride – Surface Lot	20
Park & Ride – Structured	50
Transit Center/Station/Platform	70
Transit Shelter	
Light Rail Vehicles	25
Commuter Rail Vehicles	25
Land Purchase	100



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

- Total Annual Operating Cost: \_\_\_\_\_
- Total Annual Capital Cost of Project: \_\_\_\_\_
- Total Annual Project Cost: \_\_\_\_\_
- Assumptions Used (Limit 1,400 characters; approximately 200 words): \_\_\_\_\_
- Points Awarded in Previous Criteria: \_\_\_\_\_ (entered by Metropolitan Council staff)
- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible annual project cost

**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**