

Transit Modernization

Prioritizing Criteria and Measures

September 15, 2021

Purpose: To fund transit projects that make transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience.

Definition: A transit project that makes transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience. Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing 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. Projects associated wholly or in part with new service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. 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. Council staff can be consulted before the application deadline to determine a project’s eligibility.

Examples of Transit Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- New transit maintenance and support facilities/garages or upgrades to existing facilities
- Intelligent transportation system (ITS) measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route
- Highway BRT and Dedicated Guideway BRT

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	9%
Measure A – Connection to jobs and educational institutions	50	
Measure B – Average number of weekday transit trips connected to the project	50	
2. Usage	325	30%
Measure A - Total existing annual riders	325	
3. Equity and <u>Affordable Housing-Performance</u>	175	16%
Measure A – Benefits and outreach to disadvantaged populations <u>Engagement</u>	125 <u>50</u>	
<u>Measure B – Equity population benefits and impacts</u>	<u>75</u>	
Measure <u>BC</u> – <u>Housing Performance Score/ a</u> A ffordable housing <u>connection</u> <u>access</u>	50	

Criteria and Measures	Points	% of Total Points
4. Emissions Reduction	50	5%
Measure A – Description of emissions reduced	50	
5. Service and Customer Improvements	200	18%
Measure A – Project improvements for transit users	100	
6. Multimodal Elements and Existing Connections	100	9%
Measure A – Bicycle and pedestrian elements of the project and connections	100	
7. Risk Assessment	50	5%
Measure A – Risk Assessment Form	50	
8. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost)	100	
Total	1,100	

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 block groups 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 ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required): _____
- Existing Post-Secondary Enrollment outside 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 $(1,000/1,500) * 50$ points or 33 points. Using the Metropolitan Council model, all Census block groups 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 $(100/150) * 35$ 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 (325 points)

This criterion quantifies the project's impact based on how many riders the improvement(s) will impact, i.e., existing riders.

- A. **MEASURE:** This measure will display the existing riders that will benefit from the project. This would entail, for example, riders on a bus route with buses fitted for Wi-Fi or users boarding or alighting at a park-and-ride being improved. Ridership data will be provided by the Metropolitan Council staff.

RESPONSE:

- Existing Transit Routes on the Project: _____

Note: Reference the "Transit Connections" map generated at the beginning of the application process to determine existing transit routes.

SCORING GUIDANCE (325 Points)

The applicant with the highest existing annual ridership 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, annual ridership will be based on a weighted average of 2019 and 2020 annual ridership. The weighted average will be based on the following formula:

$$(2019 \text{ Annual Ridership} \times 0.75) + (2020 \text{ Annual Ridership} \times 0.25)$$

Remaining projects will receive a proportionate share of the full points equal to the existing ridership of the project being scored divided by the project with the highest existing ridership multiplied by the maximum points available for the measure (325). For example, if the application being scored had ridership of 1,000 riders and the top project had a ridership of 1,500 riders, this applicant would receive $(1,000/1,500)*325$ points or 217 points.

3. Equity and Affordable Housing Performance (175 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~~negative) Black, Indigenous, and People of Color (BIPOC) populations, 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 50 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?
- 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 50 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 75 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 75 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 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 75 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 50 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 50 Points)

The project that best provides meaningful improvements to access to affordable housing units will receive the full 50 points. Multiple projects may receive the highest possible score of 50 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 C2 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 25-25 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., 140, 40 points for Transit Modernizationthe 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 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:**~~

- ~~• 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 (50 Points)

This criterion measures the impact that the project's implementation may have on air quality by rating the potential that project's elements have to contribute to reductions in CO, NO_x, CO₂e, PM_{2.5}, and VOC emissions. Projects can include improvements to rolling stock; increases in travel speed and reductions in idling; and facility improvements that reduce emissions, reduce exposure, reduce congestion, and/or improve energy efficiency and use of renewable energy.

- A. **MEASURE:** Discuss how the project will reduce emissions. Examples of project elements that can reduce emissions include (note that this is not an exhaustive list):
- Improved fuel efficiency and reduced tailpipe emissions through vehicle upgrades
 - Improved ability for riders to access transit via non-motorized transportation
 - Improved accommodation of transit-oriented development walkable from transit stop(s) and/or station(s)
 - Reduced vehicle acceleration/deceleration cycles, "dead head" time, or idling time
 - Electric vehicle charging stations
 - Sustainable facility features such as energy efficient equipment, "green infrastructure" for storm water management, and use of renewable energy

RESPONSE: Applicants are recommended to provide any data to support their argument.

SCORING GUIDANCE (50 Points)

The project that has the most benefits for reduced emissions, reduced exposures, reduced congestion, and/or improved energy efficiency will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

5. Service and Customer Improvements (200 Points)

Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will provide a better customer experience as a result of this project. Service and customer improvements include but are not limited to providing faster travel times, providing new or improved amenities or customer facilities, and improving customer interface with transit. This criterion will place particularly emphasis on travel time and reliability improvements.

- A. **MEASURE:** Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following (200 Points):
- Travel time or reliability improvements
 - Improved boarding area
 - Improved customer waiting facilities
 - Real-time signage
 - Heated facilities or weather protection
 - Safety and security equipment
 - Improved lighting
 - ITS measures that improve reliability and the customer experience
 - Transit advantages

When providing a description of improvements and amenities, provide quantitative information, as applicable. This could include number of improved customer facilities by the type of amenity, number of routes impacted, or number of riders impacted. Of particular importance is quantifying travel time and reliability improvement. Examples include time saved per route, the portion of the route along which time is saved, and ridership or frequency on this route(s).

RESPONSE: (Limit 5,600 characters; approximately 800 words):

SCORING GUIDANCE (200 Points)

The applicant should describe improvements included in the project that will make transit service more attractive and improve the user experience. The project will be scored based on the quality of the responses. When possible, quantitative information on service and customer improvements will be considered in the quality of the responses. A particular emphasis will be placed on travel time or reliability improvements. Projects will receive a share of the full points at the scorer's discretion.

6. 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 (2,800 or fewer characters), 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

7. Risk Assessment (50 Points)

This criterion measures the number of risks associated with 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 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.)

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~~ 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~~ 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 (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 $(40/70) \times 50$ points or 29 points.

8. 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	20
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