

Introduction to the Regional Solicitation

Draft Updated August 28, 2014

The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The online application can be accessed at: [\(provide link\)](#)

Federal Program Overview

As authorized by the most recent federal surface transportation funding act, Moving Ahead for Progress in the 21st Century (MAP-21), projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP). A recent extension of MAP-21 delayed its expiration date to May 31, 2015. It is assumed that federal funding will continue to be available in 2017, 2018, and 2019, but there is no money set aside at the current time.

Regional Solicitation Evaluation and Design

Over the past 20 months, the Metropolitan Council and the Transportation Advisory Board (TAB) carried out an extensive evaluation and redesign of the Regional Solicitation. The process included gathering feedback and input from a wide array of technical experts and policy makers at over 100 committee meetings, a policy maker's workshop, telephone interviews, and internet surveys. The effort concentrated on four primary goals:

1. Assess the effectiveness of the Regional Solicitation in selecting projects that implement regional policies and investment priorities.
2. Determine the efficiency of the Regional Solicitation in requesting, evaluating, ranking, and selecting projects in a fair and transparent way.
3. Evaluate changes to federal funding categories, funding levels, and project eligibility included in MAP-21.
4. Streamline and simplify the overall process for applicants and reviews.

Significant Changes to the Regional Solicitation

In response to these goals and as a result of the evaluation and design, the following changes were made to the Regional Solicitation process and application:

1. **Application Shortened by 50 Percent:** The application is 50 percent shorter than the 2011 Regional Solicitation, making it less time consuming and costly to prepare an application. Applications were also simplified by using quantitative measures where possible, instituting word counts for qualitative measures, and reducing the amount of required attachments for applicants to submit.
2. **New Online Application:** For the first time, applications will be filled out and submitted in a web-based format. Applicants will be able to save completed sections and edit them at a later date. For many of the quantitative questions, formulas will be built into the online system, taking the place of dozens of worksheets and appendices.
3. **Enhanced Consistency with Regional Policy:** This is the first Regional Solicitation since the adoption of Thrive MSP 2040. Several enhancements were made to the criteria and measures to more closely align to regional policy, including:

Economy: Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions included in Thrive MSP 2040 are used to measure the project's role in the regional transportation system and economy.

Equity and Affordable Housing: The impact of transportation investments on low-income populations, people of color, children, people with disabilities, and the elderly in the Regional Solicitation addresses equity, one of Thrive MSP 2040's five outcomes will be measured for all projects. Affordable housing was also given greater weight than in past solicitations, consistent with its emphasis within Thrive MSP 2040.

Preservation and Modernization: Given the shortage of transportation funding and stated priority in the 2030 Transportation Policy Plan of preserving and modernizing the existing system, there will be two new evaluation sub-categories to address this regional policy: Roadway Reconstruction/ Modernization and Transit System Modernization. New measures were also added that give priority to improving the oldest infrastructure first.

4. **New Modal-Based Approach:** Projects will now be submitted and evaluated based on mode rather than federal funding program (i.e., STP, CMAP, and TAP). By decoupling projects from the funding programs, this approach simplifies and streamlines the process so that projects do not need to be submitted in different categories, as was the case in the past. The modal approach is also less confusing for first-time applicants and provides TAB with more flexibility to match federal funding to the highest performing projects that are submitted.
5. **Increased Emphasis on Multimodal Connections and Freight Movements:** Points were increased for multimodal facilities that are included as part of the project and multimodal connections made by the project. For roadway projects, the percent of the total points for

freight volumes as a measure of usage and the roadway's role in the regional transportation system and economy tripled relative to the 2011 Regional Solicitation.

6. **Transparent Scoring Methodology:** In the past, volunteer scorers created the scoring methodology. As part of this current effort, technical experts for each mode created clear scoring guidelines and methods that are available to both applicants and scorers. This approach provides transparency and credibility to the scoring process, and allows applicants to understand how they will be scored prior to filling out an application.

Given the many changes to the application, Council staff will hold a series of training sessions to educate applicants once the Regional Solicitation is released.

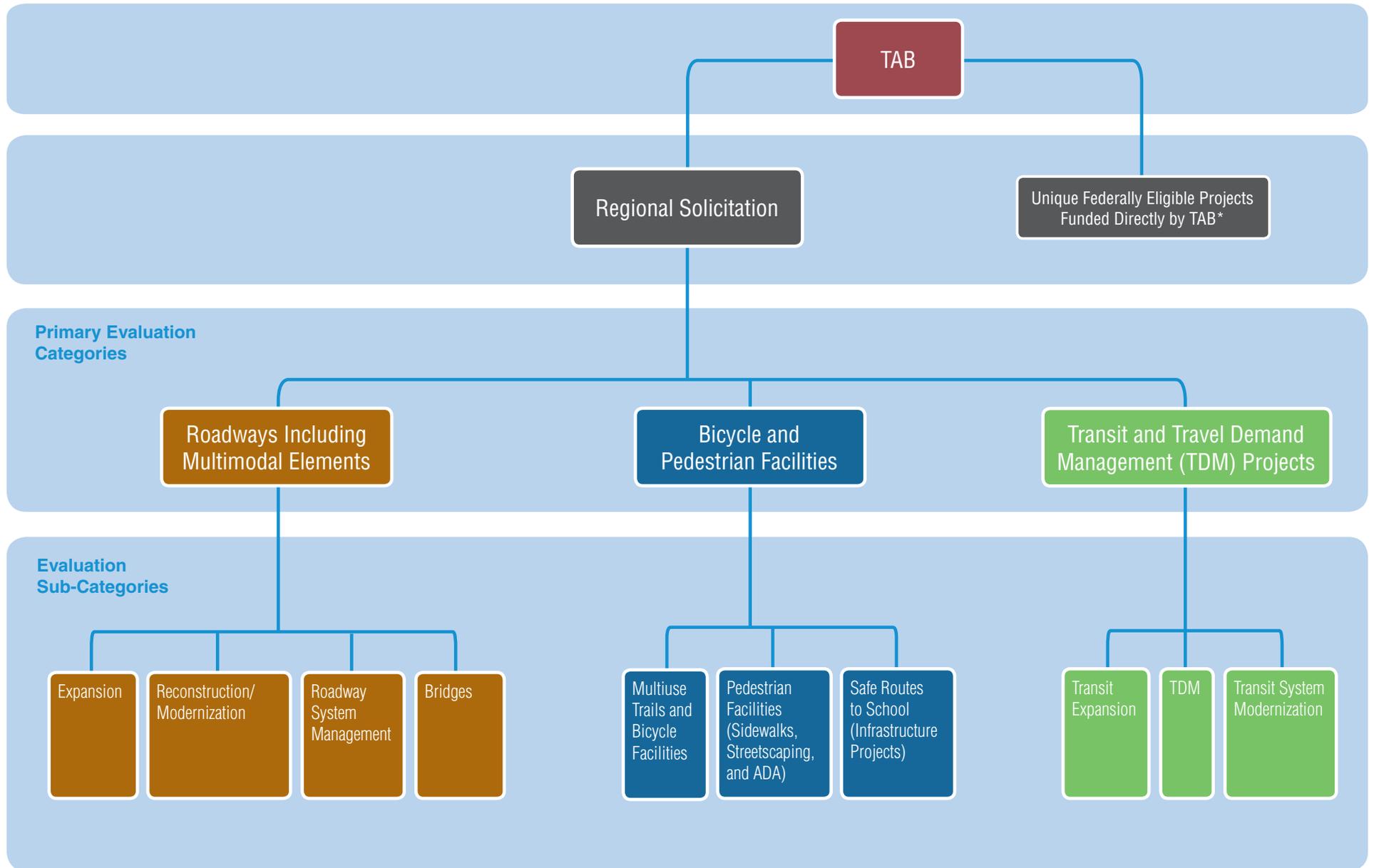
As mentioned previously, one of the primary outcomes of the evaluation was the reorganization of the funding applications by transportation mode instead of by funding program. As depicted in Figure 1, the applications are now grouped into three primary modal evaluation categories:

1. Roadways Including Multimodal Elements
2. Bicycle and Pedestrian Facilities
3. Transit and Travel Demand Management (TDM) Projects

Each of these modal evaluation categories includes three to four evaluation sub-categories for a total of 10 evaluation sub-categories. TAB will consider unique federally eligible projects that may not fit one of the 10 evaluation sub-categories on their merits, if they are submitted.

Applicants for the Regional Solicitation will select the appropriate evaluation sub-category for their proposed project based on the mode requiring the largest percentage of cost. For instance, a roadway reconstruction project that includes a new sidewalk would apply under the Roadway Reconstruction/Modernization sub-category because the roadway improvements are the largest cost for the project. Conversely, a project that does not make improvements to the roadway, but adds a multiuse trail along a roadway would apply in the Multiuse Trail and Bicycle facilities sub-category.

Figure 1: TAB-Approved Evaluation Categories



*Note: In some cases, there are unique projects that are federally eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These project types should request funding directly from TAB.

Roadways Including Multimodal Elements

The following pages include definitions, examples, and scoring overviews of each of the sub-evaluation categories.

Roadway Expansion

Definition: A roadway project that adds thru-lane capacity. Projects must be located on a non-Freeway Principal Arterial or “A” Minor Arterial functionally-classified roadway, consistent with the map adopted by TAB on August 20, 2014. However, “A” Minor Connectors cannot be expanded with these federal funds per regional policy and must apply in the Reconstruction/Modernization sub-category.

Examples of Roadway Expansion Projects:

- New roadways
- New roadway alignments
- Two-lane to four-lane expansions
- Four-lane to six-lane expansions
- New interchanges with or without associated frontage roads

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	175	17.5%
Measure 1 - Role in Regional Economy		
Measure 2 - Current daily heavy commercial traffic		
Measure 3 - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers		
2. Usage	175	17.5%
Measure 1 - Current daily person throughput		
Measure 2 - Forecast 2030 average daily traffic volume		
3. Equity and Housing Performance	100	10.0%
Measure 1 - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Infrastructure Age	75	7.5%
Measure 1 - Date of construction and remaining useful life		
5. Congestion Reduction/Air Quality	150	15.0%
Measure 1 - Cost effectiveness (project cost/vehicle delay reduced)		
Measure 2 - Cost effectiveness (project cost/kg per day reduced)		
6. Safety	150	15.0%
Measure 1 - Cost effectiveness (project cost/crashes reduced)		
7. Multimodal Facilities and Connections	100	10.0%
Measure 1 - Ridership of transit routes directly and indirectly connected to the project		
Measure 2 - Bicycle and pedestrian connections		
Measure 3 - Transit, bicycle, or pedestrian elements of the project		
8. Risk Assessment	75	7.5%
Measure 1 - Risk Assessment Form		
Total	1,000	100.0%

Roadways Including Multimodal Elements

Roadway Reconstruction/Modernization

Definition: A roadway project that does not add thru-lane capacity, but reconstructs or modernizes the facility. Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-Freeway Principal Arterial or “A” Minor Arterial functionally-classified roadway, consistent with the map adopted by TAB on August 20, 2014.

Examples of Roadway Reconstruction/Modernization Projects:

- Turn lanes
- Two-lane to three-lane reconstruction
- Four-lane to three-lane reconstruction
- Roundabouts
- Intersection improvements
- Addition or replacement of traffic signals
- Shoulder improvements
- Strengthening a non-10-ton roadway to a 10-ton roadway
- Raised medians, frontage roads, access modifications, or other access management improvements
- Roadway improvements with the addition of multimodal elements

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	175	17.5%
Measure 1 - Role in Regional Economy		
Measure 2 - Current daily heavy commercial traffic		
Measure 3 - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers		
2. Usage	175	17.5%
Measure 1 - Current daily person throughput		
Measure 2 - Forecast 2030 average daily traffic volume		
3. Equity and Housing Performance	100	10%
Measure 1 - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Infrastructure Age/Condition	150	15%
Measure 1 - Date of construction and remaining useful life		
Measure 2 - Geometric, structural, or infrastructure deficiencies		
5. Congestion Reduction/Air Quality	75	7.5%
Measure 1 - Cost effectiveness (project cost/vehicle delay reduced)		
Measure 2 - Cost effectiveness (project cost/kg per day reduced)		
6. Safety	150	15%
Measure 1 - Cost effectiveness (project cost/crashes reduced)		
7. Multimodal Facilities and Connections	100	10%
Measure 1 - Ridership of transit routes directly and indirectly connected to the project		
Measure 2 - Bicycle and pedestrian connections		
Measure 3 - Transit, bicycle, or pedestrian elements of the project		
8. Risk Assessment	75	7.5%
Measure 1 - Risk Assessment Form		
Total	1,000	100%

Roadways Including Multimodal Elements

Roadway System Management

Definition: An Intelligent Transportation System (ITS) or similar projects that primarily benefit roadway users. Projects that are more transit-focused must apply in the Transit System Modernization sub-category.

Examples of Roadway System Management Projects:

- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New or replacement traffic management centers
- New or replacement fiber optic cables used for traffic control, etc.
- New or replacement closed-circuit television (CCTV) cameras
- New or replacement variable message signs and other traveler information improvements
- New or replacement detectors
- Incident management coordination

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	125	12.5%
Measure 1 - Role in Regional Economy		
Measure 2 - Current daily heavy commercial traffic		
Measure 3 - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers		
2. Usage	125	12.5%
Measure 1 - Current daily person throughput		
Measure 2 - Forecast 2030 average daily traffic volume		
3. Equity and Housing Performance	100	10%
Measure 1 - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Infrastructure Age/Condition	75	7.5%
Measure 1 - Date of construction and remaining useful life		
5. Congestion Reduction/Air Quality	200	20%
Measure 1 - Cost effectiveness (project cost/vehicle delay reduced)		
Measure 2 - Cost effectiveness (project cost/kg per day reduced)		
6. Safety	200	20%
Measure 1 - Cost effectiveness (project cost/crashes reduced)		
7. Multimodal Facilities and Connections	100	10%
Measure 1 - Ridership of transit routes directly and indirectly connected to the project		
Measure 2 - Bicycle and pedestrian connections		
Measure 3 - Transit, bicycle, or pedestrian elements of the project		
8. Risk Assessment	75	7.5%
Measure 1- Risk Assessment Form		
Total	1,000	100%

Roadways Including Multimodal Elements

Bridges

Definition: A bridge construction or reconstruction project located on a non-Freeway Principal Arterial or “A” Minor Arterial functionally-classified roadway, consistent with the map adopted by TAB on August 20, 2014. 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 sub-categories. Rail-only bridges are not eligible for funding.

Examples of Bridge Projects:

- Bridge construction from abutment to abutment (20 or more feet)
- Bridge reconstruction from abutment to abutment (20 or more feet)

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	125	12.5%
Measure 1 - Role in Regional Economy		
Measure 2 - Current daily heavy commercial traffic		
Measure 3 - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers		
2. Usage	125	12.5%
Measure 1 - Current daily person throughput		
Measure 2 - Forecast 2030 average daily traffic volume		
3. Equity and Housing Performance	100	10%
Measure 1 - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Infrastructure Age/Condition/Safety	400	40%
Measure 1 - Date of construction and remaining useful life		
Measure 2 - Geometric, structural or infrastructure deficiencies		
5. Multimodal Facilities and Connections	100	10%
Measure 1 - Ridership of transit routes directly and indirectly connected to the project		
Measure 2 - Bicycle and pedestrian connections		
Measure 3 - Transit, bicycle, or pedestrian elements of the project		
6. Risk Assessment	75	7.5%
Measure - Risk Assessment Form		
7. Total Cost Effectiveness	75	7.5%
Measure 1 - Cost effectiveness (total project cost/total points awarded)		
Total	1,000	100%

Bicycle and Pedestrian Facilities

Multiuse Trails and Bicycle Facilities

Definition: A project that benefits bicyclists (or bicyclists and other trail users).

Examples of Multiuse Trail and Bicycle Facility Projects:

- Trails designed for multiple users
- Trail bridges/underpasses
- On-street bike lanes
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	200	20%
Measure 1 - Identify location of project relative to Regional Bicycle Transportation Network		
2. Usage	200	20%
Measure 1 - Cost effectiveness per population and employment		
3. Equity and Housing Performance	120	12%
Measure 1 - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Safety	250	25%
Measure 1 – Gaps closed, barriers removed, and/or continuity between jurisdictions improved by the project		
Measure 2 - How project will correct deficiencies or address safety problem		
5. Multimodal Facilities and Connections	100	10%
Measure 1 - Ridership of transit routes directly and indirectly connected to the project		
Measure 2 - Pedestrian connections		
Measure 3 - Transit or pedestrian elements of the project		
6. Risk Assessment/Public Engagement	130	13%
Measure 1 - Risk Assessment Form		
Total	1,000	100%

Bicycle and Pedestrian Facilities

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Definition: A project that primarily benefits pedestrians.

Examples of Pedestrian Facility Projects:

- Sidewalks
- Streetscaping
- Americans with Disabilities Act (ADA) improvements
- Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	10%
Measure 1 - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers		
2. Usage	200	20%
Measure 1 - Cost effectiveness per population and employment		
3. Equity and Housing Performance	120	12%
Measure 1 - Connection to disadvantageded populations and project's benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Safety	300	30%
Measure 1 - Barriers overcome, gaps filled, or system connections		
Measure 2 - Deficiencies correct or safety problems addressed		
5. Multimodal Facilities and Connections	150	15%
Measure 1 - Ridership of transit routes directly and indirectly connected to the project		
Measure 2 - Bikeway connections		
Measure 3 - Transit or bicycle elements of the project		
6. Risk Assessment	130	13%
Measure 1 - Risk Assessment Form		
Total	1,000	100%

Bicycle and Pedestrian Facilities

Safe Routes to School (Infrastructure Projects)

Definition: An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site. A Safe Routes to School Plan (SRTS) must be established prior to applying for this infrastructure funding.

Examples of Safe Routes to School Infrastructure Projects:

- Sidewalks benefiting a school
- Multiuse trails benefiting a school
- Improved crossings benefiting a school

Scoring:

Criteria and Measures	Points	% of Total Points
1. Relationship between Safe Routes to School Program Elements	250	25%
Measure 1 - Describe how project addresses 5 Es* of SRTS program		
2. Usage	200	20%
Measure 1 - Average share of student population that bikes or walks		
Measure 2 - Student population within school's walkshed		
3. Equity and Housing Performance	120	12%
Measure 1 - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Safety	250	25%
Measure 1 - Barriers overcome, gaps filled, or system connections		
Measure 2 - Deficiencies corrected or safety or security addressed		
5. Multimodal Facilities and Connections	50	5%
Measure 1 - Ridership of transit routes directly connected to the project		
6. Public Engagement/Risk Assessment	130	13%
Measure 1 - Public engagement process		
Measure 2 - Risk Assessment Form		
Total	1,000	100%

* The 5 Es of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement.

Transit and Travel Demand Management (TDM) Projects

Transit Expansion

Definition: A transit project that provides new or expanded transit service/facilities.

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- Transit shelters, centers, stations, and platforms for new or expanded service
- Park-and-ride facilities

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	10%
Measure 1 - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers		
Measure 2 - Existing population within 0.25 mile (bus stop) or 0.5 mile (transitway)		
Measure 3 - Ridership of transit routes directly connected to the project		
2. Usage	350	35%
Measure 1 - Cost effectiveness of project per rider		
Measure 2 - Cost effectiveness of project per new rider		
Measure 3 - Service (operating) cost effectiveness of project per new rider		
3. Equity and Housing Performance	200	20%
Measure 1 - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Emissions Reduction	200	20%
Measure 1 - Total emissions reduced		
Measure 2 - Cost effectiveness (project cost/kg of emissions reduced)		
5. Multimodal Facilities and Connections	100	10%
Measure 1 - Bicycle and pedestrian connections		
Measure 2 - Multimodal elements of the project		
6. Risk Assessment	50	5%
Measure 1 - Risk Assessment Form		
Total	1,000	100%

Transit and Travel Demand Management (TDM) Projects

Transit System Modernization

Definition: A transit project that makes transit more attractive to existing and future riders by offering faster travel times between destinations, improving the customer experience, or reducing operating costs for the transit provider.

Examples of Transit System Modernization Projects:

- Improved boarding areas
- Improved passenger 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

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	10%
Measure 1 - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers		
Measure 2 - Existing population within .25 mile (bus stop) or .5 mile (transitway)		
Measure 3 - Ridership of transit routes directly connected to project		
2. Usage	300	30%
Measure 1 - Cost effectiveness of project per total rider		
Measure 2 - Service (operating) cost effectiveness of project per new rider		
3. Equity and Housing Performance	150	15%
Measure 1 - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Congestion Reduction/Air Quality	100	10%
Measure 1 - Cost effectiveness (project cost/vehicle delay reduced)		
5. Service and Customer Improvements	150	15%
Measure 1 - Percent reduction in passenger travel time		
Measure 2 - Percent reduction in operating & maintenance costs		
Measure 3 - Project improvements for transit users		
6. Multimodal Facilities and Connections	100	10%
Measure 1 - Bicycle and pedestrian connections		
Measure 2 - Multimodal elements of the project		
7. Risk Assessment	100	10%
Measure 1 - Risk Assessment Form		
Total	1,000	100%

Transit and Travel Demand Management (TDM) Projects

Travel Demand Management (TDM)

Definition: An innovative project that reduces the congestion and emissions during the peak period.

Examples of TDM Projects:

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	100	10%
Measure 1 - Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers		
Measure 2 - Existing regional transportation facilities and resources		
2. Usage	100	10%
Measure 1 - Cost effectiveness of project per user		
3. Equity and Housing Performance	150	15%
Measure 1 - Connection to disadvantaged populations and project's benefits, impacts, and mitigation		
Measure 2 - Housing Performance Score		
4. Congestion Reduction/Air Quality	400	40%
Measure 1 - Congested roadways in project area		
Measure 2 - VMT reduced		
5. Innovation	200	20%
Measure 1 - Project innovations		
Measure 2 - New geographic area		
6. Risk Assessment	50	5%
Measure 1 - Technical capacity of applicant's organization		
Measure 2 - Continuation of project after initial federal funds are expended		
Measure 3 - Risk Assessment Form		
Total	1,000	100%

Funding Availability, Minimums, and Maximums

A total of approximately \$150 million in federal funds is anticipated to be available in this solicitation for program years 2018 and 2019. Additionally, there is approximately \$8 million for roadways including multimodal elements funding that is available for 2017. As shown in Table 1, modal funding ranges have been established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode. TAB reserves the right to adjust these modal funding levels depending on the amount and quality of projects submitted.

Table 1: 2018–2019 Modal Funding Levels

	Roadways Including Multimodal Elements	Transit and TDM Projects	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 48%-68% of Funds Range of \$72M-\$102M	Range of 22%-32% of Funds Range of \$33M-\$48M	Range of 10%-20% of Funds Range of \$15M-\$30M	100% \$150M

Table 2 shows the minimum and maximum federal award for modal sub-categories that applicants can apply for as part of the Regional Solicitation. The values do not account for 20 percent local match minimum that applicants must contribute to the project.

Table 2: 2014 Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	2014 Regional Solicitation		
	Modal Sub-Categories	Minimum Award	Maximum Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/Modernization	\$1,000,000	\$7,000,000
	Roadway System Management	\$250,000	\$7,000,000
	Bridges	\$1,000,000	\$7,000,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$125,000	\$5,500,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	\$125,000	\$1,000,000
	Safe Routes to School (Infrastructure Projects)	\$125,000	\$1,000,000
Transit and Travel Demand Management (TDM) Projects	Transit Expansion	\$500,000	\$7,000,000
	TDM	\$75,000	\$300,000
	Transit System Modernization	\$100,000	\$7,000,000

Project applicants can also “bundle” two or more projects together to meet the funding minimum. Bundled projects must fall into one of three types:

- Projects located along the same corridor (e.g., filling multiple trail gaps along a trail corridor)
- Systemwide improvements (e.g., retiming traffic signals across a defined jurisdiction)
- Similar improvements within a concentrated geographic area (e.g., adding benches along the sidewalks in a downtown area)

Communities may want to consider using joint powers agreements for implementing bundled projects in two or more jurisdictions. Bundling of independent projects that can each meet the project minimum and are not related to one another as described above is not allowed.

Applicants are encouraged to contact TAB Coordinator Elaine Koutsoukos (Elaine.koutsoukos@metc.state.mn.us; 651-602-1717) if they have questions regarding project bundling.

General Process

1. Project sponsors must incur the cost of the project prior to repayment. Costs become eligible for reimbursement only after a project has been approved by MnDOT State-Aid and the appropriate USDOT modal agency.
2. Projects will be added to the Transportation Improvement Program (TIP) only after TAB approval and Metropolitan Council concurrence.
3. The construction cost of projects listed in the region’s draft or adopted TIP is assumed to be fully funded. TAB will not consider projects already listed in the draft or adopted TIP, nor the reimbursement of advanced construction funds for those projects, for funding through the solicitation process.
4. The federal fund participation for each project will be updated and reported annually. Projects selected to receive federal funding through this solicitation will be programmed in the regional TIP in years 2017, 2018, and 2019, taking into consideration the applicant’s request and the TAB’s balancing of these requests based on available funds. When the selected projects are programmed, the TAB will adjust the federal award and the non-federal match amount to account for anticipated inflation.
5. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope or cost of an approved project as described in the scope change process memo ([provide link](#)).
6. **A project will be removed from the program if it does not meet its program year.** The program year aligns with the state fiscal year. For example, if the project is programmed for 2018 in the TIP, the project program year begins July 1, 2017, and ends June 30, 2018. Projects selected from this solicitation will be programmed in 2017, 2018, and 2019. The Regional Program Year Policy outlines the process to request a one-time program year extension ([provide link](#)).

7. The announcement of funding availability is posted on the Metropolitan Council website (**provide link**) and emailed to local stakeholders.
8. The applicant must show that the project meets all of the requirements to be eligible to be scored and ranked against other projects. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee Funding & Programming (TAC F&P) Committee meeting.
9. A set of prioritizing criteria with a range of points assigned is provided. The applicant must respond directly to each prioritizing criterion in order for it to be scored and receive points. Projects are scored based on how well the response meets the requirements of the prioritizing criteria and, in some cases, how well the responses compare to those of other qualifying applications in the same project category.
10. Members of the TAC Funding and Programming Committee or other designees will evaluate the applications and prepare a ranked list of projects by category based on a total score of all the prioritizing criteria. The TAC will forward the ranked list of projects with funding options to TAB. TAB may develop its own funding proposals. TAB may or may not choose to fund projects submitted from each sub-category. TAB will then recommend a list of projects to be included in the region's TIP to receive federal funds. TAB then submits the Draft TIP to the Metropolitan Council for concurrence.
11. Projects involving interchange construction and reconstruction on the Principal Arterial system (regardless of whether the project is on the Principal Arterial or an intersecting "A" Minor Arterial) are funded conditional on the successful completion of the Metropolitan Council/MnDOT Highway Interchange Request procedures (**provide link**).
12. In the 2014 Regional Solicitation, the TAB will only fund a roadway or bridge project on an "A" Minor Arterial that is spaced at least 3.5 miles away from another funded project on the same "A" Minor Arterial (only applies to two separate applications selected in the same solicitation; excludes bundled applications).
13. In the 2014 Regional Solicitation, the TAB will only fund a roadway or bridge project on a Non-Freeway Principal Arterial that is spaced at least seven miles away from another funded project on the same Non-Freeway Principal Arterial (only applies to two separate applications selected in the same solicitation; excludes bundled applications).
14. In the 2014 Regional Solicitation, the TAB will not fund more than one transit capital project in a transitway corridor (only applies to two separate applications selected in the same solicitation; excludes bundled applications).
15. In the 2014 Regional Solicitation, the TAB will not fund more than one bicycle or pedestrian facility project in the same corridor (only applies to two separate applications selected in the same solicitation; excludes bundled applications).

Project Schedule

Table 3 shows the key milestones in the regional solicitation review, scoring, and selection process. All applications are due by 5:00 P.M. on November 24, 2014*.

Table 3: Regional Solicitation Schedule

Date	Process
10/1/2014	Regional Solicitation Released. Applicants can obtain on-line access at this time.
11/17/2014	Applicants must apply for on-line access by 5:00 P.M.
11/24/2014	Application deadline – 5:00 P.M.
12/1/2014	Qualifying and scoring reviews begin with scoring groups (to be completed by 2/10/2015).
12/22/2014	Qualifying review completed (staff notify applicants that do not qualify).
1/15/2015	TAC F&P Committee meeting: Qualifying appeals heard.
2/6/2015	Scoring completed. Staff prepares results for TAC F&P Committee meeting (2/19/15).
2/19/2015	TAC F&P releases project scores.
2/20/2015	Scores distributed to applicants; one-week appeal period begins.
2/27/2015	Scoring appeal deadline.
3/19/2015	TAC F&P Committee meeting: Scoring appeals reviewed, funding options developed. Staff discusses adopted procedures and guidance for TAB funding options.
4/16/2015	TAC F&P considers funding options presented by staff and votes to eliminate, modify or create options and forwards them to the TAC.
5/6/2015	TAC review of funding options and recommendation to TAB.
5/20/2015	TAB reviews funding options and decides whether another meeting is needed prior to 6/17/2015.
6/17/2015	TAB approval of funding recommendations.
6/18/2015	Inclusion in draft TIP.

**Subject to change based on TAB and Metropolitan Council approval.*

Contact

For general questions about the Regional Solicitation, please contact:

Elaine Koutsoukos, TAB Coordinator

Metropolitan Council

390 North Robert Street

St. Paul, MN 55101

(651) 602-1717

elaine.koutsoukos@metc.state.mn.us

Technical Assistance Contacts

Table 4 provides contacts for technical assistance in providing necessary data in order to address various prioritizing criteria. Before contacting any technical expert below, please use existing local sources. Local experts in many cases are the appropriate contact for much of the data needed to respond to criteria. In some instances, it may take five or more workdays to provide the requested data. Please request data as soon as possible.

Table 4. Technical Assistance Contacts

Subject	Name	Organization	Phone Number
General	Elaine Koutsoukos	Transportation Advisory Board	(651) 602-1717
	Joe Barbeau	Metropolitan Council	(651) 602-1705
Traffic Volumes			
Freeways	Tony Fischer	MnDOT	(651) 234-7875
State Roads	Megan Forbes	MnDOT	(651) 366-3883
Heavy Commercial	Tom Nelson	MnDOT	(651) 366-3868
	Kodjo Houssou	MnDOT	(651) 366-3851
2030 Projections	Mark Filipi	Metropolitan Council	(651) 602-1725
Crashes	Chad Erickson	MnDOT	(651) 234-7806
Freeway Management	Terry Haukom	MnDOT	(651) 234-7980
Trunk Highway Traffic Signals			
Existing Signals	Kevin Schwartz	MnDOT	(651) 234-7840
Signal Improvements	Michael Gerbinski	MnDOT	(651) 234-7816
State Aid Standards	Colleen Brown	MnDOT	(651) 234-7779
Bikeway/Walkway Standards	Tim Mitchell	MnDOT	(651) 366-4162
Safe Routes to School	Nicole Campbell	MnDOT	(651) 366-4180
Regional Bikeway Network	Steve Elmer	Metropolitan Council	(651) 602-1756
Thrive MSP 2040 Centers	Dan Marckel	Metropolitan Council	(651) 602-1548
Housing Performance Scores	Tara Beard	Metropolitan Council	(651)-602-1051
Equity Measures	Heidi Schallberg	Metropolitan Council	(651)602-1721
Demographics by TAZ	Bob Paddock	Metropolitan Council	(651) 602-1340
Transit Ridership	Heidi Schallberg	Metropolitan Council	(651)602-1721
Emissions Data	Mark Filipi	Metropolitan Council	(651) 602-1725

Regional Solicitation Application

October 7, 2014.

Complete and submit the following online application **by 5:00 PM on December 1, 2014.**

For questions contact (Elaine Koutsoukos) at (elaine.koutsoukos@metc.state.mn)

I. GENERAL INFORMATION

1. APPLICANT:			
2. UNIT OF GOVERNMENT:		(Select from drop down list)	
3. PRIMARY COUNTY WHERE THE PROJECT IS LOCATED:		(Select from drop down list)	
4. JURISDICTIONAL AGENCY (IF DIFFERENT THAN THE APPLICANT):			
5. APPLICANT MAILING ADDRESS			
STREET:	CITY:	STATE:	ZIP CODE:
6. PROJECT CONTACT PERSON:		TITLE:	PHONE NO. () E-MAIL ADDRESS:

II. PROJECT INFORMATION

7. PROJECT NAME:	
8. EVALUATION CATEGORIES – Check only one project category in which you wish your project to be considered.	
Roadways Including Multimodal Elements	
<input type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Roadway System Management
<input type="checkbox"/> Roadway Reconstruction/Modernization	<input type="checkbox"/> Bridges
Bicycle and Pedestrian Facilities	
<input type="checkbox"/> Multiuse Trails and Bicycle Facilities	<input type="checkbox"/> Safe Routes to School Infrastructure
<input type="checkbox"/> Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	
Transit and Travel Demand Management (TDM) Projects	
<input type="checkbox"/> Transit Expansion	<input type="checkbox"/> Transit System Modernization
<input type="checkbox"/> TDM	
9. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. – limit to 400 words):	
10. PROJECT LENGTH (in miles):	
11. CONNECTION TO LOCAL PLANNING (Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages):	

III. PROJECT FUNDING

12. Are you applying for funds from another source(s) to implement this project? Yes No

If yes, please identify the source(s):

13. FEDERAL AMOUNT: \$

14. MATCH AMOUNT: \$ (Minimum of 20% of project total)

15. PROJECT TOTAL: \$

16. MATCH PERCENTAGE (Minimum of 20%):

(Compute the match percentage by dividing the match amount by the project total)

17. SOURCE OF MATCH FUNDS:

18. PREFERRED PROGRAM YEAR: 2017 (Roadway Projects Only) 2018 2019

IV. REQUIRED ATTACHMENTS

17. MAPS:

- A map or concept drawing of the proposed improvements that shows the roadway geometry and any bicycle, pedestrian, and transit components upon completion of the project.
- **For Roadway Expansion, Roadway Reconstruction/Modernization, and Roadway System Management projects only:** The Synchro/HCM emission reduction report supporting the project's improvement in total peak hour emissions. *This report must be attached within the web-based application form for Measure 5A (Congestion Reduction/Air Quality).*
- **For Safe Routes to School Projects only:** The completed travel tally and parent survey results from the SRTS planning process. The travel tally form can be found on the Minnesota Department of Transportation (MnDOT) SRTS website: http://www.saferoutesinfo.org/sites/default/files/resources/SRTS_Two_Day_Tally.pdf. *The travel tally and parent survey results must be attached within the web-based application form for Measure 2A (Usage).*
- **For Multiuse Trails and Bicycle Facilities, Pedestrian Facilities, and Safe Routes to School Projects only:** The documentation of any labor hours (soft match) used to meet the 20 percent local match requirement.
- All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Attachment/upload locations are placed throughout all appropriate web-based application forms.

18. COORDINATION

- The applicant must include a letter from the agency with jurisdiction over the facility (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MnDOT and the applicable federal agency (Federal Highway Administration or Federal Transit Administration).
- If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate.
- **For Transit Expansion projects that include service expansion only:** Applicants must provide a letter of support for the project from the transit provider that will commit to providing the service or manage the contract for the service provider.

19. OTHER

- **For Transit and TDM Projects that include public/private joint-use parking facilities only:** The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.

Project Information Form – Bicycle and Pedestrian Facilities

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From: _____

To: _____

(DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR)

PRIMARY TYPES OF WORK _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE /CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

Project Information Form – Roadways Including Multimodal Elements

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

ROAD SYSTEM _____ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD _____ (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From: _____

To: _____

(DO NOT INCLUDE LEGAL DESCRIPTION)

PRIMARY TYPES OF WORK _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE /CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

Project Information Form – Transit and TDM (for Park-and-Ride and Transit Station Projects Only)

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From: _____

To: _____

(DO NOT INCLUDE LEGAL DESCRIPTION)

PRIMARY TYPES OF WORK _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Estimate of Project Costs

Fill out the scoping sheet below and provide the cost estimate for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
Specific Roadway Elements		
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Traffic Control	\$
<input type="checkbox"/>	Striping	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input type="checkbox"/>	Roadway Contingencies	\$
<input type="checkbox"/>	Other Roadway Elements	\$
Specific Bicycle and Pedestrian Elements		
<input type="checkbox"/>	Path/Trail Construction	\$
<input type="checkbox"/>	Sidewalk Construction	\$
<input type="checkbox"/>	On-Street Bicycle Facility Construction	\$
<input type="checkbox"/>	Right-of-Way	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$
<input type="checkbox"/>	Pedestrian-scale Lighting	\$

<input type="checkbox"/>	Streetscaping	\$
<input type="checkbox"/>	Wayfinding	\$
<input type="checkbox"/>	Bicycle and Pedestrian Contingencies	\$
<input type="checkbox"/>	Other Bicycle and Pedestrian Elements	\$
Specific Transit and TDM Elements		
<input type="checkbox"/>	Fixed Guideway Elements	\$
<input type="checkbox"/>	Stations, Stops, and Terminals	\$
<input type="checkbox"/>	Support Facilities	\$
<input type="checkbox"/>	Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$
<input type="checkbox"/>	Vehicles	\$
<input type="checkbox"/>	Transit and TDM Contingencies	\$
<input type="checkbox"/>	Other Transit and TDM Elements	\$
TOTAL CONSTRUCTION COST		\$
Transit Operating Costs		
<input type="checkbox"/>	Transit Operating Costs	\$
TOTAL TRANSIT OPERATING COST		\$
TOTAL COST		\$

Risk Assessment

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

1) Project Scope (5 Percent of Points)

- 100% Meetings or contacts with stakeholders have occurred
40% Stakeholders have been identified
0% Stakeholders have not been identified or contacted

2) Layout or Preliminary Plan (5 Percent of Points)

- 100% Layout or Preliminary Plan completed
50% Layout or Preliminary Plan started
0% Layout or Preliminary Plan has not been started

Anticipated date or date of completion: _____

3) Environmental Documentation (10 Percent of Points)

- EIS EA PM

Document Status:

- 100% Document approved (include copy of signed cover sheet)
75% Document submitted to State Aid for review (date submitted: _____)
50% Document in progress; environmental impacts identified
0% Document not started

Anticipated date or date of completion/approval: _____

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

- 100% No known potential for archaeological resources, no historic resources known to be eligible for/listing on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge
80% Historic/archeological review under way; determination of "no historic properties affected" or "no adverse effect" anticipated
40% Historic/archeological review under way; determination of "adverse effect" anticipated
0% Unknown impacts to historic/archaeological resources

Anticipated date or date of completion of historic/archeological review: _____

Project is located on an identified historic bridge:

5) Review of Section 4f/6f Resources (15 Percent of Points)

- 100% No Section 4f/6f resources located in the project area (4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)
- 100% Adverse effects (land conversion) to Section 4f/6f resources likely; letter of support received (potential option for bicycle and pedestrian facility applications only)
- 80% Section 4f resources present within the project area, but no known adverse effects
- 30% Adverse effects (land conversion) to Section 4f/6f resources likely
- 0% Unknown impacts to Section 4f/6f resources in the project area

6) Right-of-Way (15 Percent of Points)

- 100% Right-of-way or easements not required
- 100% Right-of-way or easements has/have been acquired
- 75% Right-of-way or easements required, offers made
- 50% Right-of-way or easements required, appraisals made
- 25% Right-of-way or easements required, parcels identified
- 0% Right-of-way or easements required, parcels not identified
- 0% Right-of-way or easements identification has not been completed

Anticipated date or date of acquisition _____

7) Railroad Involvement (25 Percent of Points)

- 100% No railroad involvement on project
- 100% Railroad Right-of-Way Agreement is executed (include signature page)
- 60% Railroad Right-of-Way Agreement required; Agreement has been initiated
- 40% Railroad Right-of-Way Agreement required; negotiations have begun
- 0% Railroad Right-of-Way Agreement required; negotiations not begun

Anticipated date or date of executed Agreement _____

8) Construction Documents/Plan (10 Percent of Points)

- 100% Construction plans completed/approved (include signed title sheet)
- 75% Construction plans submitted to State Aid for review
- 50% Construction plans in progress; at least 30% completion
- 0% Construction plans have not been started

Anticipated date or date of completion: _____

9) Letting

Anticipated Letting Date: _____

Roadway Expansion – Scoring Guidelines

September 26, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (175 Points; 17.5 Percent of Points)	<p>A. Address how the project route fulfills its role in the regional economy as identified by its functional classification. Respond as appropriate to one type of functional classification.</p> <ul style="list-style-type: none"> • Reliever: Identify the hours per day the current volume exceeds the design capacity (i.e., congestion) in either direction on the Principal Arterial being relieved by the Reliever. • Expander: Calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides. • Augmentor: Calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides. • Non-Freeway Principal Arterials: Calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides. 	<p style="text-align: center;">90 Points</p>	<p>A. 90 Points (51 Percent of Points)</p> <p>Relievers: The applicant with the highest number of hours per day in which current capacity exceeds the design capacity on the Principal Arterial will receive the full points. Remaining Reliever projects will receive a proportional share of the full points.</p> <p>OR</p> <p>Expanders, Augmentors, and Non-Freeway Principal Arterials: The applicant with the furthest average distance from the closest parallel “A” Minor Arterials or Principal Arterials on both sides will receive the full points. The furthest average distance will be considered separately for Expander, Augmentor, and Non-Freeway Principal Arterials. Remaining projects will receive a proportional share of the full points.</p> <p>As a result, four projects (Reliever, Expander, Augmentor, and Non-Freeway Principal Arterial) may receive the full points.</p>
	<p>B. Provide the current daily heavy commercial traffic at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length.</p> <ul style="list-style-type: none"> • Location of volume • Current daily heavy commercial traffic 		<p style="text-align: center;">65 Points</p>

Roadway Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Role in the Regional Transportation System and Economy (Continued) (175 Points; 17.5 Percent of Points)</p>	<p>C. Identify the location of the project and how it provides connections to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (check boxes and response).</p> <ul style="list-style-type: none"> • Direct connection to or within a mile of a Job Concentration • Direct connection to or within a mile of a Manufacturing/Distribution Location • Direct connection to or within a mile of an Educational Institution • Direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan 	<p>20 Points</p>	<p>C. 20 Points (12 Percent of Points) The applicant will receive the points shown for the type of connection being made by the project. The applicant can only score 20, 12, or 0 points for this measure. If the project provides a connection to a local activity center, the applicant must describe the adopted county or city plan identifying this area to receive points.</p> <ul style="list-style-type: none"> • Job Concentration(s): 20 Points (100 Percent of Points) • Manufacturing/Distribution Location(s): 20 Points (100 Percent of Points) • Educational Institution(s): 12 Points (60 Percent of Points) • Local activity center(s): 12 Points (60 Percent of Points) • None of the above: 0 Points (0 Percent of Points)
<p>Usage (175 Points; 17.5 Percent of Points)</p>	<p>A. Calculate the current daily person throughput at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership. (Met Council staff calculation):</p> <ul style="list-style-type: none"> • Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2013) 	<p>110 Points</p>	<p>A. 110 Points (63 Percent of Points) The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>

Roadway Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (Continued) (175 Points; 17.5 Percent of Points)</p>	<p>B. Provide the forecast (2030) average daily traffic volume at the same location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location.</p> <ul style="list-style-type: none"> Forecast (2030) ADT volume (City/County model or Met Council staff calculation) 	<p>65 Points</p>	<p>B. 65 Points (37 Percent of Points) The applicant with the highest forecast (2030) ADT volume will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>
<p>Equity and Housing Performance (100 Points; 10 Percent of Points)</p>	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, negative impacts, and mitigation for low-income populations, people of color, children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty Project located in 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 	<p>30 Points</p>	<p>A. 30 Points (30 Percent of Points) The applicant will select the option that will receive the most points. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. This response is intended to be qualitative. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty: 0 to 30 Points (0 to 100 Percent of Points) Project located in Area of Concentrated Poverty: 0 to 24 Points (0 to 80 Percent of Points) Project’s census tracts are above the regional average for population in poverty or population of color: 0 to 18 Points (0 to 60 Percent of Points) 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: 0 to 12 Points (0 to 40 Percent of Points)

Roadway Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (Continued) (100 Points; 10 Percent of Points)</p>	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>	<p>70 Points</p>	<p>B. 70 Points (70 Percent of Points) The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.</p> <p>Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result.</p> <p>If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.</p> <p>If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.</p>

Roadway Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Infrastructure Age (75 Points; 7.5 Percent of Points)</p>	<p>A. Identify the year of the roadway’s original construction or most recent reconstruction. If the reconstruction date is used for the roadway, a full reconstruction must have been completed during the indicated year. Routine maintenance, such as an overlay or sealcoating project, is ineligible for this calculation of remaining useful life. The useful life for a roadway is 50 years.</p> <ul style="list-style-type: none"> Date of original roadway construction or most recent reconstruction (year) 	<p>75 Points</p>	<p>A. All applicants with a project located on a roadway past the total useful life (50 years) will receive full points. Remaining projects will receive a proportional share of the full points equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life.</p> <p>If there are no projects at or past the useful life of a roadway, the applicant with lowest remaining useful life will receive full points, and remaining projects will receive a proportional share equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life minus the remaining useful life of the oldest project. For example, if the oldest project was constructed 48 years ago and the application being scored was constructed 40 years ago, this applicant would receive $(40/48) * 75$ points.</p> <p>If the project is constructing a new roadway alignment, the applicant must use the data for the parallel route(s).</p>
<p>Congestion Reduction/Air Quality (150 Points; 15 Percent of Points)</p>	<p>A. Conduct a capacity analysis at the most congested intersection or roundabout on the roadway project to calculate the current total peak hour delay at the intersection. The applicant must then calculate and provide the cost per total peak hour vehicle delay (seconds) reduced by the project improvement.</p> <ul style="list-style-type: none"> Cost Effectiveness = total project cost/total peak hour vehicle delay reduced by the project 	<p>100 Points</p>	<p>A. 100 points (66 Percent of Points) The applicant with the lowest cost per total peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the lowest cost per total peak hour vehicle delay reduced by a project improvement divided by the cost per total peak hour vehicle delay reduced for the application being scored.</p>

Roadway Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Congestion Reduction/Air Quality (Continued) (150 Points; 15 Percent of Points)</p>	<p>B. Calculate the reduction in kilograms of total peak hour emissions due to the project. The applicant must then calculate and provide the cost per total peak hour kilograms reduced by the project improvement.</p> <ul style="list-style-type: none"> Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project 	<p>50 Points</p>	<p>B. 50 Points (34 Percent of Points) The applicant with the lowest cost per total peak hour kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the lowest cost per peak hour kilograms reduced by a project improvement divided by the cost per total peak hour kilograms reduced for the application being scored.</p>
<p>Safety (150 Points; 15 Percent of Points)</p>	<p>A. Calculate the reduction in the total number of crashes due to improvements on the “A” Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must then calculate and provide the Benefit/Cost ratio associated with the project improvement.</p> <ul style="list-style-type: none"> Project Benefit/Cost 	<p>150 Points</p>	<p>A. The applicant with the highest B/C ratio will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>

Roadway Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities and Connections (100 Points; 10 Percent of Points)	<p>A. List the transit route numbers directly connected to the project. Metropolitan Council staff will calculate annual transit ridership.</p> <ul style="list-style-type: none"> Existing routes directly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project 	<p>50 Points</p>	<p>A & B. 50 Points (50 Percent of Points) The applicant should provide a response to measures A and B. The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.</p> <p>The scorer will weigh the project’s connections to transit (as measured through annual transit ridership), bikeways, high-traffic pedestrian areas (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers), and other pedestrian facilities, as detailed in the required response (200 words or less). A higher value will be placed on existing transit ridership and infrastructure connections present at the time of project construction over future transit ridership and planned infrastructure connections.</p>
	<p>B. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian or bicycle connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.</p>		<p>C. 50 Points (50 Percent of Points) The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response (200 words or less), 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. Projects that include the transit, bicycle, or pedestrian elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies.</p>
	<p>C. Discuss any transit, bicycle, or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing transit, bicycle, and pedestrian accommodations. Furthermore, the applicant should address how the proposed project safely integrates all modes of transportation (i.e., vehicles, transit, bicyclists, and pedestrians). 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 into the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).</p>		

Roadway Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (75 Points; 7.5 Percent of Points)	A. All applicants must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	75 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements, as identified in the Risk Assessment within the application.
Total Points	1,000 Points		

Roadway Reconstruction/Modernization – Scoring Guidelines

September 26, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (175 Points; 17.5 Percent of Points)	<p>A. Address how the project route fulfills its role in the regional economy as identified by its functional classification. Respond as appropriate to one type of functional classification.</p> <ul style="list-style-type: none"> • Reliever: Identify the hours per day the current volume exceeds the design capacity (i.e., congestion) in either direction on the Principal Arterial being relieved by the Reliever. • Expander: Calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides. • Augmentor: Calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides. • Non-Freeway Principal Arterials: Calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides. 	<p>90 Points</p>	<p>A. 90 Points (51 Percent of Points) Relievers: The applicant with the highest number of hours per day in which current capacity exceeds the design capacity on the Principal Arterial will receive the full points. Remaining Reliever projects will receive a proportional share of the full points. OR Expanders, Augmentors, and Non-Freeway Principal Arterials: The applicant with the furthest average distance from the closest parallel “A” Minor Arterials or Principal Arterials on both sides will receive the full points. The furthest average distance will be considered separately for Expander, Augmentor, and Non-Freeway Principal Arterials. Remaining projects will receive a proportional share of the full points.</p> <p>As a result, four projects (Reliever, Expander, Augmentor, and Non-Freeway Principal Arterial) may receive the full points.</p>
	<p>B. Provide the current daily heavy commercial traffic at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length. Actual counts are required to be collected.</p> <ul style="list-style-type: none"> • Location of volume • Current daily heavy commercial traffic 		<p>65 Points</p>

Roadway Reconstruction/Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Role in the Regional Transportation System and Economy (Continued) (175 Points; 17.5 Percent of Points)</p>	<p>C. Identify the location of the project and how it provides connections to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (check boxes and response).</p> <ul style="list-style-type: none"> • Direct connection to or within a mile of a Job Concentration • Direct connection to or within a mile of a Manufacturing/Distribution Location • Direct connection to or within a mile of an Educational Institution • Direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan 	<p>20 Points</p>	<p>C. 20 Points (12 Percent of Points) The applicant will receive the points shown for the type of connection being made by the project. The applicant can only score 20, 12, or 0 points for this measure. If the project provides a connection to a local activity center, the applicant must describe the adopted county or city plan identifying this area to receive points.</p> <ul style="list-style-type: none"> • Job Concentration(s): 20 Points (100 Percent of Points) • Manufacturing/Distribution Location(s): 20 Points (100 Percent of Points) • Educational Institution(s): 12 Points (60 Percent of Points) • Local activity center(s): 12 Points (60 Percent of Points) • None of the above: 0 Points (0 Percent of Points)
<p>Usage (175 Points; 17.5 Percent of Points)</p>	<p>A. Calculate the current daily person throughput at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership (Met Council staff calculation):</p> <ul style="list-style-type: none"> • Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2013) 	<p>110 Points</p>	<p>A. 110 Points (63 Percent of Points) The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>

Roadway Reconstruction/Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (Continued) (175 Points; 17.5 Percent of Points)</p>	<p>B. Provide the forecast (2030) average daily traffic volume at the same location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location.</p> <ul style="list-style-type: none"> Forecast (2030) ADT volume (City/County model or Met Council staff calculation) 	<p>65 Points</p>	<p>B. 65 Points (37 Percent of Points) The applicant with the highest forecast (2030) ADT volume will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>

Roadway Reconstruction/Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (100 Points; 10 Percent of Points)</p>	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, negative impacts, and mitigation for low-income populations, people of color, children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> • Project located in Racially Concentrated Area of Poverty • Project located in 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 	<p>30 Points</p>	<p>A. 30 Points (30 Percent of Points) The applicant will select the option that will receive the most points. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. The response is intended to be qualitative. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> • Project located in Racially Concentrated Area of Poverty: 0 to 30 Points (0 to 100 Percent of Points) • Project located in Area of Concentrated Poverty: 0 to 24 Points (0 to 80 Percent of Points) • Project’s census tracts are above the regional average for population in poverty or population of color: 0 to 18 Points (0 to 60 Percent of Points) • 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: 0 to 12 Points (0 to 40 Percent of Points)

Roadway Reconstruction/Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (Continued) (100 Points; 10 Percent of Points)</p>	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>	<p>70 Points</p>	<p>B. 70 Points (70 Percent of Points) The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.</p> <p>Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. 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), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result.</p> <p>If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.</p> <p>If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.</p>

Roadway Reconstruction/Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Infrastructure Age/Condition (150 Points; 15 Percent of Points)</p>	<p>A. Identify the year of the roadway’s original construction or most recent reconstruction. If the reconstruction date is used for the roadway, a full reconstruction must have been completed during the indicated year. Routine maintenance, such as an overlay or sealcoating project, is ineligible for this calculation of remaining useful life. The useful life for a roadway is 50 years.</p> <ul style="list-style-type: none"> Date of original roadway construction or most recent reconstruction (year) 	<p>50 Points</p>	<p>A. 50 Points (33 Percent of Points) All applicants with a project located on roadway past the total useful life (50 years) will receive full points. Remaining projects will receive a proportional share of the full points equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life.</p> <p>If there are no projects at or past the useful life of a roadway, the applicant with lowest remaining useful life will receive full points, and remaining projects will receive a proportional share equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life minus the remaining useful life of the oldest project. For example, if the oldest project was constructed 48 years ago and the application being scored was constructed 40 years ago, this applicant would receive $(40/48)*75$ points.</p>
	<p>B. List or describe any known geometric, structural, or infrastructure deficiencies that will be improved as part of this project, as reflected in the project cost estimate. These could include underground, above ground, or other innovative improvements.</p>		<p>100 Points</p>

Roadway Reconstruction/Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Congestion Reduction/Air Quality (75 Points; 7.5 Percent of Points)	<p>A. Conduct a capacity analysis at the most congested intersection or roundabout on the roadway project to calculate the current total peak hour delay at the intersection. The applicant must then calculate and provide the cost per total peak hour vehicle delay (seconds) reduced by the project improvement.</p> <ul style="list-style-type: none"> Cost Effectiveness = total project cost/total peak hour vehicle delay reduced by the project 	50 Points	<p>A. 50 points (66 Percent of Points) The applicant with the lowest cost per total peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the lowest cost per total peak hour vehicle delay reduced by a project improvement divided by the cost per total peak hour vehicle delay reduced for the application being scored.</p>
	<p>B. Calculate the reduction in kilograms of total peak hour emissions due to the project. The applicant must then calculate and provide the cost per total peak hour kilograms reduced by the project improvement.</p> <ul style="list-style-type: none"> Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project 		25 Points
Safety (150 Points; 15 Percent of Points)	<p>A. Calculate the reduction in the total number of crashes due to improvements on the “A” Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must then calculate and provide the Benefit/Cost ratio associated with the project improvement.</p> <ul style="list-style-type: none"> Project Benefit/Cost 	150 Points	<p>A. The applicant with the highest B/C ratio will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>

Roadway Reconstruction/Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities and Connections (100 Points; 10 Percent of Points)	<p>A. List the transit route numbers directly connected to the project. Metropolitan Council staff will calculate annual transit ridership.</p> <ul style="list-style-type: none"> Existing routes directly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project 	<p>50 Points</p>	<p>A & B. 50 Points (50 Percent of Points)</p> <p>The applicant should provide a response to measures A and B. The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.</p> <p>The scorer will weigh the project’s connections to transit (as measured through annual transit ridership), bikeways, high-traffic pedestrian areas (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers), and other pedestrian facilities, as detailed in the required response (200 words or less). A higher value will be placed on existing transit ridership and infrastructure connections present at the time of project construction over future transit ridership and planned infrastructure connections.</p>
	<p>B. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian or bicycle connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.</p>		<p>C. 50 Points (50 Percent of Points)</p> <p>The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response (200 words or less), 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. Projects that include the transit, bicycle, or pedestrian elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies.</p>
	<p>C. Discuss any transit, bicycle, or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing transit, bicycle, and pedestrian accommodations. Furthermore, the applicant should address how the proposed project safely integrates all modes of transportation (i.e., vehicles, transit, bicyclists, and pedestrians). 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 into the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).</p>		

Roadway Reconstruction/Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (75 Points; 7.5 Percent of Points)	A. All applicants must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	75 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements, as identified in the Risk Assessment within the application.
Total Points	1,000 Points		

Roadway System Management – Scoring Guidelines

September 26, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (125 Points; 12.5 Percent of Points)	<p>A. Address how the project route fulfills its role in the regional economy as identified by its functional classification. If the project serves a system of routes, respond using the route with the highest functional classification. This system must include a Non-Freeway Principal Arterial or an “A” Minor Arterial.</p> <ul style="list-style-type: none"> Non-Freeway Principal Arterial or “A” Minor Arterial: Calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides. Provide a map that illustrates and is consistent with the calculation of total area divided by the project length on both sides of the project. 	<p style="text-align: center;">65 Points</p>	<p>A. 65 Points (50 Percent of Points) Non-Freeway Principal Arterial or “A” Minor Arterial: The applicant with the furthest average distance from the closest parallel “A” Minor Arterials or Principal Arterials on both sides will receive the full points. The furthest average distance will be considered separately for “A” Minor Arterials and Non-Freeway Principal Arterials. Remaining projects will receive a proportional share of the full points.</p> <p>As a result, more than one project may receive the full points.</p>
	<p>B. Provide the current daily heavy commercial traffic at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length. Actual counts are required to be collected.</p> <ul style="list-style-type: none"> Location of volume Current daily heavy commercial traffic 		<p style="text-align: center;">40 Points</p>

Roadway System Management – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Role in the Regional Transportation System and Economy (Continued) (125 Points; 12.5 Percent of Points)</p>	<p>C. Identify the location of the project or system of routes and how it provides connections to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (check boxes and response).</p> <ul style="list-style-type: none"> • Direct connection to or within a mile of a Job Concentration • Direct connection to or within a mile of a Manufacturing/Distribution Location • Direct connection to or within a mile of an Educational Institution • Direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan 	<p>20 Points</p>	<p>C. 20 Points (17 Percent of Points) The applicant will receive the points shown for the type of connection being made by the project. The applicant can only score 20, 12, or 0 points for this measure. If the project or system of routes provides a connection to a local activity center, the applicant must describe the adopted county or city plan identifying this area to receive points.</p> <ul style="list-style-type: none"> • Job Concentration(s): 20 Points (100 Percent of Points) • Manufacturing/Distribution Location(s): 20 Points (100 Percent of Points) • Educational Institution(s): 12 Points (60 Percent of Points) • Local activity center(s): 12 Points (60 Percent of Points) • None of the above: 0 Points (0 Percent of Points)
<p>Usage (125 Points; 12.5 Percent of Points)</p>	<p>A. Calculate the current daily person throughput at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership (Met Council staff calculation). If the project is located on a system of roadways, the current daily person throughput will be calculated for the system.</p> <ul style="list-style-type: none"> • Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2013) 	<p>85 Points</p>	<p>A. 85 Points (66 Percent of Points) The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>

Roadway System Management – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (Continued) (125 Points; 12.5 Percent of Points)</p>	<p>B. Provide the forecast (2030) average daily traffic volume at the same location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location.</p> <ul style="list-style-type: none"> Forecast (2030) ADT volume (City/County model or Met Council staff calculation) 	<p>40 Points</p>	<p>B. 40 Points (34 Percent of Points) The applicant with the highest forecast (2030) ADT volume will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>

Roadway System Management – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (100 Points; 10 Percent of Points)</p>	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, negative impacts, and mitigation for low-income populations, people of color, children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> • Project located in Racially Concentrated Area of Poverty • Project located in 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 	<p>30 Points</p>	<p>A. 30 Points (30 Percent of Points) The applicant will select the option that will receive the most points. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. The response is intended to be qualitative. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> • Project located in Racially Concentrated Area of Poverty: 0 to 30 Points (0 to 100 Percent of Points) • Project located in Area of Concentrated Poverty: 0 to 24 Points (0 to 80 Percent of Points) • Project’s census tracts are above the regional average for population in poverty or population of color: 0 to 18 Points (0 to 60 Percent of Points) • 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: 0 to 12 Points (0 to 40 Percent of Points)

Roadway System Management – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (100 Points; 10 Percent of Points)</p>	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>	<p>70 Points</p>	<p>B. 70 Points (70 Percent of Points) The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.</p> <p>Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. 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), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result.</p> <p>If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.</p> <p>If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.</p>

Roadway System Management – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Infrastructure Age/Condition (75 Points; 75 Percent of Points)</p>	<p>A. Identify the type(s) and age(s) of ITS, signal/control, and/or communication equipment that will be improved or replaced as part of the project, as reflected in the project cost estimate. Met Council staff will calculate the remaining useful life of the equipment.</p> <ul style="list-style-type: none"> • Equipment to be improved • Date of equipment installation (year) 	<p>75 Points</p>	<p>A. All applicants replacing equipment past the total useful life, as listed below, will receive full points. Projects replacing more than one type or age of equipment should be scored based on the average remaining useful life. Remaining projects will receive a proportional share of the full points equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life.</p> <p>If there are no projects at or past the useful life of the equipment, the applicant with lowest remaining useful life will receive full points, and remaining projects will receive a proportional share equal to the total useful life minus the remaining useful life for the project being scored divided by the total useful life minus the remaining useful life of the oldest project. For example, if the oldest project was installed 18 years ago (traffic signal) and the application being scored was installed 14 years ago, this applicant would receive $(14/18) * 75$ points.</p> <p>Equipment Useful Life Values</p> <ul style="list-style-type: none"> • ITS Equipment: 10 years • Traffic Signals/Control Equipment: 20 years • Communication Equipment: 10 years

Roadway System Management – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Congestion Reduction/Air Quality (200 Points; 20 Percent of Points)</p>	<p>A. Conduct a capacity analysis at the most congested intersection or roundabout on the roadway project to calculate the current total peak hour delay at the intersection. The applicant must then calculate and provide the cost per total peak hour vehicle delay (seconds) reduced by the project improvement.</p> <ul style="list-style-type: none"> Cost Effectiveness = total project cost/total peak hour vehicle delay reduced by the project 	<p>150 Points</p>	<p>A. 150 points (75 Percent of Points) The applicant with the lowest cost per total peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the lowest cost per total peak hour vehicle delay reduced by a project improvement divided by the cost per total peak hour vehicle delay reduced for the application being scored.</p>
	<p>B. Calculate the reduction in kilograms of total peak hour emissions due to the project. The applicant must then calculate and provide the cost per total peak hour kilograms reduced by the project improvement.</p> <ul style="list-style-type: none"> Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project 		<p>B. 50 Points (25 Percent of Points) The applicant with the lowest cost per total peak hour kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportional share of the full points equal to the lowest cost per peak hour kilograms reduced by a project improvement divided by the cost per total peak hour kilograms reduced for the application being scored.</p>
<p>Safety (200 Points; 20 Percent of Points)</p>	<p>A. Calculate the reduction in the total number of crashes due to improvements on the “A” Minor Arterial or Non-Freeway Principal Arterial made by the project. Projects for a system of roadways must calculate crash reduction for the project’s network. The applicant must then calculate and provide the Benefit/Cost ratio associated with the project improvement.</p> <ul style="list-style-type: none"> Project Benefit/Cost 	<p>200 Points</p>	<p>A. The applicant with the highest B/C ratio will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>

Roadway System Management – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities and Connections (100 Points; 10 Percent of Points)	<p>A. List the transit route numbers directly connected to the project. Metropolitan Council staff will calculate annual transit ridership.</p> <ul style="list-style-type: none"> Existing routes directly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project 	<p>50 Points</p>	<p>A & B. 50 Points (50 Percent of Points)</p> <p>The applicant should provide a response to measures A and B. The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.</p> <p>The scorer will weigh the project’s connections to transit (as measured through annual transit ridership), bikeways, high-traffic pedestrian areas (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers), and other pedestrian facilities, as detailed in the required response (200 words or less). A higher value will be placed on existing transit ridership and infrastructure connections present at the time of project construction over future transit ridership and planned infrastructure connections.</p>
	<p>B. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted county or city plan or study.</p> <p>Applicants should also discuss any pedestrian or bicycle connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.</p>		<p>C. 50 Points (50 Percent of Points)</p> <p>The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response (200 words or less), 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. Projects that include the transit, bicycle, or pedestrian elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies.</p>
	<p>C. Discuss any transit, bicycle, or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing transit, bicycle, and pedestrian accommodations. Furthermore, the applicant should address how the proposed project safely integrates all modes of transportation (i.e., vehicles, transit, bicyclists, and pedestrians). 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 into the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).</p>		

Roadway System Management – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (75 Points; 7.5 Percent of Points)	A. All applicants involving construction must complete the Risk Assessment Checklist. All other projects do not need to complete this form and will receive all possible points under this criterion if the project meets funding requirements. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	75 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements, as identified in the Risk Assessment within the application. A project that is not required to complete the checklist will receive full points.
Total Points	1,000 Points		

Bridges – Scoring Guidelines

September 26, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (125 Points; 12.5 Percent of Points)	<p>A. Address how the project route fulfills its role in the regional economy as identified by its functional classification. If the project serves a system of routes, respond using the route with the highest functional classification. This system must include a Non-Freeway Principal Arterial or an “A” Minor Arterial.</p> <ul style="list-style-type: none"> Non-Freeway Principal Arterial or “A” Minor Arterial: Calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides. Provide a map that illustrates and is consistent with the calculation of total area divided by the project length on both sides of the project. 	<p>65 Points</p>	<p>A. 65 Points (50 Percent of Points) Non-Freeway Principal Arterial or “A” Minor Arterial: The applicant with the furthest average distance from the closest parallel “A” Minor Arterials or Principal Arterials on both sides will receive the full points. The furthest average distance will be considered separately for “A” Minor Arterials and Principal Arterials. Remaining projects will receive a proportional share of the full points.</p> <p>As a result, more than one project may receive the full points.</p>
	<p>B. Provide the current daily heavy commercial traffic at one location on the “A” Minor Arterial or Non-Freeway Principal Arterial bridge. Actual counts are required to be collected.</p> <ul style="list-style-type: none"> Location of volume Current daily heavy commercial traffic 		<p>40 Points</p>

Bridges – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Role in the Regional Transportation System and Economy (Continued) (125 Points; 12.5 Percent of Points)</p>	<p>C. Identify the location of the project and how it provides connections to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040, as well as local activity centers (check boxes and response).</p> <ul style="list-style-type: none"> • Direct connection to or within a mile of a Job Concentration • Direct connection to or within a mile of a Manufacturing/Distribution Location • Direct connection to or within a mile of an Educational Institution • Direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan 	<p>20 Points</p>	<p>C. 20 Points (17 Percent of Points) The applicant will receive the points shown for the type of connection being made by the project. The applicant can only score 20, 12, or 0 points for this measure. If the project provides a connection to a local activity center, the applicant must describe the adopted county or city plan identifying this area to receive points.</p> <ul style="list-style-type: none"> • Job Concentration(s): 20 Points (100 Percent of Points) • Manufacturing/Distribution Location(s): 20 Points (100 Percent of Points) • Educational Institution(s): 12 Points (60 Percent of Points) • Local activity center(s): 12 Points (60 Percent of Points) • None of the above: 0 Points (0 Percent of Points)
<p>Usage (125 Points; 12.5 Percent of Points)</p>	<p>A. 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 (Met Council staff calculation):</p> <ul style="list-style-type: none"> • Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2013) 	<p>95 Points</p>	<p>A. 95 Points (75 Percent of Points) The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>

Bridges – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (Continued) (125 Points; 12.5 Percent of Points)</p>	<p>B. Provide the forecast (2030) average daily traffic volume at the same location on the “A” Minor Arterial or Non-Freeway Principal Arterial bridge. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2030) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location.</p> <ul style="list-style-type: none"> Forecast (2030) ADT volume (City/County model or Met Council staff calculation) 	<p>30 Points</p>	<p>B. 30 Points (25 Percent of Points) The applicant with the highest forecast (2030) ADT volume will receive the full points for the measure. Remaining projects will receive a proportional share of the full points.</p>
<p>Equity and Housing Performance (100 Points; 10 Percent of Points)</p>	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations, people of color, children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty Project located in 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 	<p>30 Points</p>	<p>A. 30 Points (30 Percent of Points) The applicant will select the option that will receive the most points. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. The response is intended to be qualitative. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty: 0 to 30 Points (0 to 100 Percent of Points) Project located in Area of Concentrated Poverty: 0 to 24 Points (0 to 80 Percent of Points) Project’s census tracts are above the regional average for population in poverty or population of color: 0 to 16 Points (0 to 60 Percent of Points) 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: 0 to 12 Points (0 to 40 Percent of Points)

Bridges – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (Continued) (100 Points; 10 Percent of Points)</p>	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>	<p>70 Points</p>	<p>B. 70 Points (70 Percent of Points) The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.</p> <p>Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. 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), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result.</p> <p>If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.</p> <p>If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.</p>

Bridges – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Infrastructure Age/Condition/Safety (400 Points; 40 Percent of Points)</p>	<p>A. Identify the bridge sufficiency rating and select the classification and/or if the structure is posted for load restrictions (response and check boxes).</p> <ul style="list-style-type: none"> • Bridge Sufficiency Rating (0 to 100) • Structurally Deficient • Load-Posted 	<p>300 Points</p>	<p>A. 300 Points (75 Percent of Points) Applicants with a load-posted, structurally deficient bridge will receive the maximum points. Structurally deficient bridges that are not load-posted will receive 90 percent of the points.</p> <p>Bridges which are not load-posted and/or structurally deficient will be evaluated based on the bridge sufficiency rating. The lowest bridge sufficiency rating should receive a maximum of 75 percent of points, with higher scores receiving a proportional share of the maximum.</p>
	<p>B. Describe the design and safety deficiencies improved by the proposed project.</p>		<p>100 Points</p>

Bridges – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities and Connections (100 Points; 10 Percent of Points)	A. List the transit route numbers directly connected to the project. Metropolitan Council staff will calculate annual transit ridership. <ul style="list-style-type: none"> Existing routes directly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project 	50 Points	A & B. 50 Points (50 Percent of Points) The applicant should provide a response to measures A and B. The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. The scorer will weigh the project’s connections to transit (as measured through annual transit ridership), bikeways, high-traffic pedestrian areas (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers), and other pedestrian facilities, as detailed in the required response (200 words or less). A higher value will be placed on existing transit ridership and infrastructure connections present at the time of project construction over future transit ridership and planned infrastructure connections.
	B. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian or bicycle connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.		
	C. Discuss any transit, bicycle, or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing transit, bicycle, and pedestrian accommodations. Furthermore, the applicant should address how the proposed project safely integrates all modes of transportation (i.e., vehicles, transit, bicyclists, and pedestrians). 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 into the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).	50 Points	C. 50 Points (50 Percent of Points) The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response (200 words or less), 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. Projects that include the transit, bicycle, or pedestrian elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies.

Bridges – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (75 Points; 7.5 Percent of Points)	A. All applicants must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	75 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements, as identified in the Risk Assessment within the application.
Total Project Cost Effectiveness (75 Points; 7.5 Percent of Points)	A. Met Council staff will calculate the total project cost effectiveness based on the total project cost and total points awarded in the previous criteria. Cost Effectiveness = total project cost/total number of points awarded in previous six criteria	75 Points	A. The applicant with the lowest total project cost effectiveness will receive the full points. Remaining projects will receive a proportional share of the full points.
Total Points	1,000 Points		

Roadway Expansion – Prioritizing Criteria and Measures

September 26, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; infrastructure age; congestion reduction/air quality; safety; multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored relatively equal across the modal sub-categories while also addressing the particular attributes of the project type.

For new roadway alignments, the applicant must conduct a corridor analysis comparing the parallel route(s) that will be affected by the project. Where applicable, the measure responses for the new alignment would be addressed by using the data for the parallel route(s), such as traffic volumes, crashes, etc. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (175 Points; 17.5 Percent of Total Points) – 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, serves heavy commercial traffic, and connects to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as defined in ThriveMSP 2040, as well as existing local activity centers.

- A. ***MEASURE:*** Address how the project route fulfills its role in the regional economy as identified by its current functional classification. Respond as appropriate to one type of functional classification. (90 Points)

Reliever:

- Identify the hours per day the current volume exceeds the design capacity (i.e., congestion) in either direction on the Principal Arterial being relieved by the Reliever. For freeway facilities, the applicant should obtain data from the current [MnDOT Metro Freeway Congestion Report](#). For non-freeway facilities, the applicant should obtain intersection turning movement or hourly volume data (within the last three years) directly from the [MnDOT Metro Intersection Warrant Information website](#). If data is unavailable on the website, the applicant should collect or use their own intersection turning movement or hourly volume data (within the last three years) for the non-freeway facility. The volume used for the Principal Arterial being relieved should be located within the parallel length of the project. To calculate existing conditions, the applicant must obtain the hourly directional traffic volumes on a weekday, and the current lane configurations.

For the design capacity calculations, the applicant must use Metropolitan Council definition below:

Design Capacity

The assumed maximum number of vehicles per lane which pass any given point in an hour on an average day during normal operating conditions. For the purposes of responding to criteria in this solicitation packet, the following capacities shall be used:

- Expressway through lane - 800 vehicles per hour;
- Arterial through lane - 600 vehicles per hour;
- Left-turn lane - 300 vehicles per hour;
- Right-turn lane - 200 vehicles per hour;
- Dedicated bike lane or joint use trail - 60 vehicles per hour.

RESPONSE (Calculation):

Expander:

- Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides of the project.

Upload the “Roadway Area Definition” map used for this measure.

RESPONSE (Calculation):

Augmentor:

- Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides of the project.

Upload the “Roadway Area Definition” map used for this measure.

RESPONSE (Calculation):

Non-Freeway Principal Arterial:

- Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides of the project.

Upload the “Roadway Area Definition” map used for this measure.

RESPONSE (Calculation):

- B. MEASURE: Provide the current daily heavy commercial traffic at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (65 Points)

RESPONSE:

- Location: _____
- Current daily heavy commercial traffic volume: _____

- C. MEASURE: Reference the “Regional Economy” map generated at the beginning of the application process. Identify the project’s connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the “Regional Economy” map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (20 Points)

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

RESPONSE (Select all that apply, based on the “Regional Economy” map):

- Direct connection to or within a mile of a Job Concentration: (20 Points)
- Direct connection to or within a mile of a Manufacturing/Distribution Location: (20 Points)
- Direct connection to or within a mile of an Educational Institution: (12 Points)
- Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan: (12 Points)

RESPONSE (county or city plan reference; 100 words or less):

2. Usage (175 Points; 17.5 Percent of Total 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 along the “A” Minor Arterial or Non-Freeway Principal Arterial project length 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. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (110 Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2013)

RESPONSE:

- Location: _____
- Current AADT volume: _____
- Existing Transit Routes on the Project: _____

B. **MEASURE:** Provide the forecast (2030) average daily traffic volume at the same location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length, 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 (2030) 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. (65 Points)

RESPONSE:

- Use Metropolitan Council model to determine forecast (2030) ADT volume

OR

RESPONSE:

- Approved county or city travel demand model to determine forecast (2030) ADT volume
- Forecast (2030) ADT volume : _____

3. Equity and Housing Performance (100 Points; 10 Percent of Total Points) – This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Socio-Econ” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points)

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

RESPONSE (Select one, based on the “Socio-Econ” map):

- Project located in Racially Concentrated Area of Poverty: (0 to 30 Points)
- Project located in Concentrated Area of Poverty: (0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)
- 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: (0 to 12 Points)

RESPONSE (200 words or less):

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result. (70 Points)

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Length of Segment within City/Township:

4. Infrastructure Age (75 Points; 7.5 Percent of Total Points) – This criterion will assess the age and remaining useful life for the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility. Whereas, improvements to a recently reconstructed roadway does not display an efficient use of funds.

- A. MEASURE: Identify the year of the roadway’s original construction or most recent reconstruction. If the reconstruction date is used for the roadway, a full reconstruction must have been completed during the indicated year. Routine maintenance, such as an overlay or sealcoating project, is ineligible for this calculation of remaining useful life. The useful life for a roadway is 50 years.

RESPONSE:

- Year of original roadway construction or most recent reconstruction: _____

5. Congestion Reduction/Air Quality (150 Points; 15 Percent of Total Points) – This criterion measures the project’s ability to reduce delay along the roadway facility. It will also address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. This criterion will assess the project’s cost effectiveness based on the total project cost and reduction in the total peak hour intersection delay. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

- A. MEASURE: Conduct a capacity analysis at the most congested signalized or roundabout intersection on the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour intersection delay and the reduction in total peak hour intersection delay in seconds due to the project. (100 Points)

The applicant should include the appropriate Synchro or HCM reports that support the improvement in total peak hour delay and should conduct the analysis using the following:

- Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
- Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals)
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing

The applicant must then calculate the cost per total peak hour vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

- Cost Effectiveness = total project cost/total peak hour vehicle delay reduced by the project

RESPONSE (Calculation):

- Total Project Cost: _____
- Total Peak Hour Vehicle Delay Without the Project: _____
- Total Peak Hour Vehicle Delay With the Project: _____
- Total Peak Hour Vehicle Delay Reduced by the Project: _____
- Cost Effectiveness: _____

B. MEASURE: Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NO_x, VOC) due to the project. The applicant must then calculate the cost per total peak hour kilograms reduced by the project improvement. The applicant should include the appropriate Synchro or HCM reports that support the improvement in total peak hour emissions. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding. (50 Points)

- Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project

RESPONSE (Calculation):

- Total Project Cost: _____
- Total Peak Hour Kilograms Reduced by the Project: _____
- Cost Effectiveness: _____

6. Safety (150 Points; 15 Percent of Total Points) – This criterion addresses the project’s ability to correct deficiencies and improve the overall safety of an existing or future roadway facility. It will assess the project’s Benefit/Cost ratio.

- A. MEASURE: Calculate the reduction in the total number of crashes due to improvements on the “A” Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the [Highway Safety Improvement Program \(HSIP\)](#). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2011 through 2013. Crash data should include all crash types and severity, including pedestrian and bicycle crashes. Applicants should request crash data from MnDOT as early as possible. The applicant must then provide the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting ratio associated with the project improvement. The cost effectiveness calculation (B/C) must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

RESPONSE (Calculation):

- Project Benefit/Cost ratio : _____

7. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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. 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.

Multimodal Connections (50 Points)

Transit Connections

- A. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the “Transit Connectivity” map. Potential connections include transitway stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route.

Upload the “Transit Connectivity” 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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing routes directly connected to the project: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: _____

Bicycle and Pedestrian Connections

- B. **MEASURE:** Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle or pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

- C. MEASURE: 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. Also, describe the existing bicycle, pedestrian, and transit accommodations. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., vehicles, bicyclists, transit, and pedestrians) and, if applicable, supports planned transitway stations. 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).

RESPONSE (200 words or less):

8. Risk Assessment (75 Points; 7.5 Percent of Total 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.

- 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):

TOTAL: 1,000 POINTS

Roadway Reconstruction/Modernization – Prioritizing Criteria and Measures

September 26, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; infrastructure age/condition; congestion reduction/air quality; safety; multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored relatively equal across the modal sub-categories while also addressing the particular attributes of the project type. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (175 Points; 17.5 Percent of Total Points) – 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, serves heavy commercial traffic, and connects to regional centers of jobs and activity.

- A. **MEASURE:** Address how the project route fulfills its role in the regional economy as identified by its current functional classification. Respond as appropriate to one type of functional classification. (90 Points)

Reliever:

- Identify the hours per day the current volume exceeds the design capacity (i.e., congestion) in either direction on the Principal Arterial being relieved by the Reliever. For freeway facilities, the applicant should obtain data from the current [MnDOT Metro Freeway Congestion Report](#). For non-freeway facilities, the applicant should obtain intersection turning movement or hourly volume data (within the last three years) directly from the [MnDOT Metro Intersection Warrant Information website](#). If data is unavailable on the website, the applicant should collect or use their own intersection turning movement or hourly volume data (within the last three years) for the non-freeway facility. The volume used for the Principal Arterial being relieved should be located within the parallel length of the project. To calculate existing conditions, the applicant must obtain the hourly directional traffic volumes on a weekday, and the current lane configurations.

For the design capacity calculations, the applicant must use Metropolitan Council definition below:

Design Capacity

The assumed maximum number of vehicles per lane which pass any given point in an hour on an average day during normal operating conditions. For the purposes of responding to criteria in this solicitation packet, the following capacities shall be used:

- Expressway through lane - 800 vehicles per hour;
- Arterial through lane - 600 vehicles per hour;
- Left-turn lane - 300 vehicles per hour;
- Right-turn lane - 200 vehicles per hour;
- Dedicated bike lane or joint use trail - 60 vehicles per hour.

RESPONSE (Calculation):

Expander:

- Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides of the project.

Upload the “Roadway Area Definition” map used for this measure.

RESPONSE (Calculation):

Connector:

- Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides of the project.

Upload the “Roadway Area Definition” map used for this measure.

RESPONSE (Calculation):

Augmentor:

- Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides of the project.

Upload the “Roadway Area Definition” map used for this measure.

RESPONSE (Calculation):

Non-Freeway Principal Arterial:

- Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project and the closest parallel Principal Arterials on both sides of the project.

Upload the “Roadway Area Definition” map used for this measure.

RESPONSE (Calculation):

- B. MEASURE: Provide the current daily heavy commercial traffic at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (65 Points)

RESPONSE:

- Location: _____ Current daily heavy commercial traffic volume: _____

- C. MEASURE: Reference the “Regional Economy” map generated at the beginning of the application process. Identify the project’s connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the “Regional Economy” map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (20 Points)

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

RESPONSE (Select all that apply, based on the “Regional Economy” map):

- Direct connection to or within a mile of a Job Concentration: (20 Points)
- Direct connection to or within a mile of a Manufacturing/Distribution Location: (20 Points)
- Direct connection to or within a mile of an Educational Institution: (12 Points)
- Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan: (20 Points)

RESPONSE (county or city plan reference; 100 words or less):

2. Usage (175 Points; 17.5 Percent of Total 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 along the “A” Minor Arterial or Non-Freeway Principal Arterial project length 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. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (110 Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2013)

RESPONSE:

- Location: _____
- Current AADT volume: _____
- Existing Transit Routes on the Project: _____

B. MEASURE: Provide the forecast (2030) average daily traffic volume at the same location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length, 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 (2030) 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. (65 Points)

RESPONSE:

- Use Metropolitan Council model to determine forecast (2030) ADT volume

OR

RESPONSE:

- Approved county or city travel demand model to determine forecast (2030) ADT volume
- Forecast (2030) ADT volume : _____

3. Equity and Housing Performance (100 Points; 10 Percent of Total Points) – This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Socio-Econ” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points)

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

RESPONSE (Select one, based on the “Socio-Econ” map):

- Project located in Racially Concentrated Area of Poverty: (0 to 30 Points)
- Project located in Concentrated Area of Poverty: (0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)
- 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: (0 to 12 Points)

RESPONSE (200 words or less):

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result. (70 Points)

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Length of Segment within City/Township:

4. Infrastructure Age/Condition (150 Points; 15 Percent of Total Points) – This criterion will assess the age and remaining useful life for the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility. Whereas, improvements to a recently reconstructed roadway does not display an efficient use of funds.

- A. MEASURE: Identify the year of the roadway’s original construction or most recent reconstruction. If the reconstruction date is used for the roadway, a full reconstruction must have been completed during the indicated year. Routine maintenance, such as an overlay or sealcoating project, is ineligible for this calculation of remaining useful life. The useful life for a roadway is 50 years. (50 Points)

RESPONSE:

- Year of original roadway construction or most recent reconstruction: _____

- B. MEASURE: List or describe any known geometric, structural, or infrastructure deficiencies that will be improved as part of this project, as reflected in the project cost estimate. These could include underground, above ground, or other innovative improvements. Examples include, but are not limited to, adding new or replacing aged municipal utilities; addressing a known flooding problem or replacing an aged drainage system; improving roadway structural capacity to 10-ton limit; adding new or widening existing shoulders to enhance safety; and improving clear zone or sight lines at key locations. (100 Points)

RESPONSE (200 words or less):

5. Congestion Reduction/Air Quality (75 Points; 7.5 Percent of Total Points) – This criterion measures the project’s ability to reduce delay-along the roadway facility. It will also address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. This criterion will assess the project’s cost effectiveness based on the total project cost and reduction in the total intersection delay. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process.

- A. MEASURE: Conduct a capacity analysis at the most congested signalized or roundabout intersection on the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour intersection delay and the reduction in total peak hour intersection delay in seconds due to the project. (50 Points)

The applicant should include the appropriate Synchro or HCM reports that support the improvement in total peak hour delay and should conduct the analysis using the following:

- Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
- Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals)
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing

The applicant must then calculate the cost per total peak hour vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

- Cost Effectiveness = total project cost/total peak hour vehicle delay reduced by the project

RESPONSE (Calculation):

- Total Project Cost:_____
- Total Peak Hour Vehicle Delay Without the Project:_____
- Total Peak Hour Vehicle Delay With the Project:_____
- Total Peak Hour Vehicle Delay Reduced by the Project:_____
- Cost Effectiveness:_____

B. MEASURE: Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NO_x, VOC) due to the project. The applicant must then calculate the cost per total peak hour kilograms reduced by the project improvement. The applicant should include the appropriate Synchro or HCM reports that support the improvement in total peak hour emissions. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding. (25 Points)

- Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project

RESPONSE (Calculation):

- Total Project Cost: _____
- Total Peak Hour Kilograms Reduced by the Project: _____
- Cost Effectiveness: _____

6. Safety (150 Points; 15 Percent of Total Points) – This criterion addresses the project’s ability to correct deficiencies and improve the overall safety of an existing or future roadway facility. It will assess the project’s Benefit/Cost ratio.

- A. MEASURE: Calculate the reduction in the total number of crashes due to improvements on the “A” Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the [Highway Safety Improvement Program \(HSIP\)](#). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2011 through 2013. Crash data should include all crash types and severity, including pedestrian and bicycle crashes. Applicants should request crash data from MnDOT as early as possible. The applicant must then provide the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting ratio associated with the project improvement. The cost effectiveness calculation (B/C) must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

RESPONSE (Calculation):

- Project Benefit/Cost ratio : _____

7. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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. 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.

Multimodal Connections (50 Points)

Transit Connections

- A. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the “Transit Connectivity” map. Potential connections include transitway stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route.

Upload the “Transit Connectivity” 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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing routes directly connected to the project: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: _____

Bicycle and Pedestrian Connections

- B. **MEASURE:** Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle or pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

- C. MEASURE: 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. Also, describe the existing bicycle, pedestrian, and transit accommodations. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., vehicles, bicyclists, transit, and pedestrians) and, if applicable, supports planned transitway stations. 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).

RESPONSE (200 words or less):

8. Risk Assessment (75 Points; 7.5 Percent of 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.

- 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):

TOTAL: 1,000 POINTS

Roadway System Management – Prioritizing Criteria and Measures

September 26, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; infrastructure age/condition; congestion reduction/air quality; safety; multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored relatively equal across the modal sub-categories while also addressing the particular attributes of the project type. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (125 Points; 12.5 Percent of Total Points) – This criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on its functional classification role, how it serves heavy commercial traffic and connects to regional centers of jobs and activity.

- A. ***MEASURE:*** Address how the project route fulfills its role in the regional economy as identified by its current functional classification. If the project serves a system of routes, respond using the route with the highest functional classification. This system must include a Non-Freeway Principal Arterial or an “A” Minor Arterial. (65 Points)

Non-Freeway Principal Arterial or “A” Minor Arterial:

- Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project route (highest functional classification) and the closest parallel “A” Minor Arterials or Principal Arterials on both sides of the project.

Upload the “Roadway Area Definition” map used for this measure.

RESPONSE (Calculation):

- B. ***MEASURE:*** Provide the current daily heavy commercial traffic at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length. It is required that actual counts are collected. (40 Points)

RESPONSE:

- Location: _____
- Current daily heavy commercial traffic volume: _____

- C. MEASURE: Reference the “Regional Economy” map generated at the beginning of the application process. Identify the project’s connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the “Regional Economy” map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (20 Points)

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

RESPONSE (Select all that apply, based on the “Regional Economy” map):

- Direct connection to or within a mile of a Job Concentration: (20 Points)
- Direct connection to or within a mile of a Manufacturing/Distribution Location: (20 Points)
- Direct connection to or within a mile of an Educational Institution: (12 Points)
- Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan: (12 Points)

RESPONSE (county or city plan reference; 100 words or less):

2. Usage (125 Points; 12.5 Percent of Total 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.

A. MEASURE: Metropolitan Council staff will calculate the current daily person throughput at one location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership. If the project is located on a network of roadways, the current total daily person throughput will be calculated for the system. The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (85 Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2013)

RESPONSE:

- Location: _____
- Current AADT volume: _____
- Existing Transit Routes on the Project: _____

B. MEASURE: Provide the forecast (2030) average daily traffic volume at the same location along the “A” Minor Arterial or Non-Freeway Principal Arterial project length, 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 (2030) 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. (40 Points)

RESPONSE:

- Use Metropolitan Council model to determine forecast (2030) ADT volume

OR

RESPONSE:

- Approved county or city travel demand model to determine forecast (2030) ADT volume
- Forecast (2030) ADT volume : _____

3. Equity and Housing Performance (100 Points; 10 Percent of Total Points) – This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Socio-Econ” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points)

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

RESPONSE (Select one, based on the “Socio-Econ” map):

- Project located in Racially Concentrated Area of Poverty: (0 to 30 Points)
- Project located in Concentrated Area of Poverty: (0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)
- 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: (0 to 12 Points)

RESPONSE (200 words or less):

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result. (70 Points)

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Length of Segment within City/Township:

4. Infrastructure Age/Condition (75 Points; 7.5 Percent of Total Points) – This criterion will assess the age and remaining useful life for the infrastructure elements being improved. Roadway system management investments should focus on improving and replacing existing equipment that is beyond its useful life.

- A. MEASURE: Identify the type(s) and age(s) of ITS, signal/control, and/or communication equipment that will be improved or replaced as part of this project, as reflected in the project cost estimate.

RESPONSE:

- Equipment to be improved: _____
- Date of equipment installation (year) : _____

5. Congestion Reduction/Air Quality (200 Points; 20 Percent of Total Points) – This criterion measures the project’s ability to reduce congestion. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. The project will also be measured based on its ability to reduce emissions in a cost-effective manner.

- A. **MEASURE:** Conduct a capacity analysis at the most congested signalized or roundabout intersection on the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour intersection delay and the reduction in total peak hour intersection delay in seconds due to the project. (150 Points)

The applicant should include the appropriate Synchro or HCM reports that support the improvement in total peak hour delay and should conduct the analysis using the following:

- Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
- Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals)
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing

The applicant must then calculate the cost per total peak hour vehicle delay (seconds) reduced by the project improvement. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding.

- Cost Effectiveness = total project cost/total peak hour vehicle delay reduced by the project

RESPONSE (Calculation):

- Total Project Cost: _____
- Total Peak Hour Vehicle Delay Without the Project: _____
- Total Peak Hour Vehicle Delay With the Project: _____
- Total Peak Hour Vehicle Delay Reduced by the Project: _____
- Cost Effectiveness: _____

B. MEASURE: Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NO_x, VOC) due to the project. The applicant must then calculate the cost per total peak hour kilograms reduced by the project improvement. The applicant should include the appropriate Synchro or HCM reports that support the improvement in total peak hour emissions. The cost effectiveness calculation must be based on the total construction cost of the project, not just the portion of the project eligible for federal funding. (50 Points)

- Cost Effectiveness = total project cost/total peak hour kilograms reduced by the project

RESPONSE (Calculation):

- Total Project Cost: _____
- Total Peak Hour Kilograms Reduced by the Project: _____
- Cost Effectiveness: _____

6. Safety (200 Points; 20 Percent of Total Points) – This criterion addresses the project’s ability to correct deficiencies and improve the overall safety of an existing or future roadway facility. It will assess the project’s Benefit/Cost ratio.

- A. MEASURE: Calculate the reduction in the total number of crashes due to improvements on the “A” Minor Arterial or Non-Freeway Principal Arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the [Highway Safety Improvement Program \(HSIP\)](#). Applicants should focus on the crash analysis for reactive projects starting on page 7 through page 11, in addition to Appendix A, E, and F.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years 2011 through 2013. Crash data should include all crash types and severity, including pedestrian and bicycle crashes. Applicants should request crash data from MnDOT as early as possible. The applicant must then provide the HSIP Benefit/Cost (B/C) worksheet that identifies the resulting ratio associated with the project improvement. The cost effectiveness calculation (B/C) must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

RESPONSE (Calculation):

- Project Benefit/Cost ratio : _____

7. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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. 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.

Multimodal Connections (50 Points)

Transit Connections

- A. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the “Transit Connectivity” map. Potential connections include transitway stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route.

Upload the “Transit Connectivity” 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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing routes directly connected to the project: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: _____

Bicycle and Pedestrian Connections

- B. **MEASURE:** Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle or pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

- C. MEASURE: 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. Also, describe the existing bicycle, pedestrian, and transit accommodations. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., vehicles, bicyclists, transit, and pedestrians) and, if applicable, supports planned transitway stations. 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).

RESPONSE (200 words or less):

8. Risk Assessment (75 Points; 7.5 Percent of Total 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.

- 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):

TOTAL: 1,000 POINTS

Bridges – Prioritizing Criteria and Measures

September 26, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; infrastructure age/condition/safety; multimodal facilities and connections; risk assessment; and total project cost effectiveness. The use of these common criteria will allow projects to be scored relatively equal across the modal sub-categories while also addressing the particular attributes of the project type. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (125 Points; 12.5 Percent of Total Points) – This criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on its functional classification role, how it serves heavy commercial traffic and connects to regional centers of jobs and activity.

- A. MEASURE: Address how the project route fulfills its role in the regional economy as identified by its current functional classification. (65 Points)

Non-Freeway Principal Arterial or “A” Minor Arterial:

- Reference the “Roadway Area Definition” map generated at the beginning of the application process. Report the total area and project length, as depicted on the “Roadway Area Definition” map, to calculate the average distance between the project and the closest parallel “A” Minor Arterials or Principal Arterials on both sides of the project.

Upload the “Roadway Area Definition” map used for this measure.

RESPONSE (Calculation):

- B. MEASURE: Provide the current daily heavy commercial traffic at one location on the “A” Minor Arterial or Non-Freeway Principal Arterial bridge. It is required that actual counts are collected. (40 Points)

RESPONSE:

- Location: _____
- Current daily heavy commercial traffic volume: _____

- C. MEASURE: Reference the “Regional Economy” map generated at the beginning of the application process. Identify the project’s connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the “Regional Economy” map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (20 Points)

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

RESPONSE (Select all that apply, based on the “Regional Economy” map):

- Direct connection to or within a mile of a Job Concentration: (20 Points)
- Direct connection to or within a mile of a Manufacturing/Distribution Location: (20 Points)
- Direct connection to or within a mile of an Educational Institution: (12 Points)
- Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan: (12 Points)

RESPONSE (county or city plan reference; 100 words or less):

2. Usage (125 Points; 12.5 Percent of Total 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. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (95 Points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2013)

RESPONSE:

- Location: _____
- Current AADT volume: _____
- Existing Transit Routes on the Project: _____

B. MEASURE: Provide the forecast (2030) 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 (2030) 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 (2030) ADT volume

OR

RESPONSE:

- Approved county or city travel demand model to determine forecast (2030) ADT volume
- Forecast (2030) ADT volume : _____

3. Equity and Housing Performance (100 Points; 10 Percent of Total Points) – This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Socio-Econ” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points)

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

RESPONSE (Select one, based on the “Socio-Econ” map):

- Project located in Racially Concentrated Area of Poverty: (0 to 30 Points)
- Project located in Concentrated Area of Poverty: (0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)
- 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: (0 to 12 Points)

RESPONSE (200 words or less):

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result. (70 Points)

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Length of Segment within City/Township:

4. Infrastructure Age/Condition/Safety (400 Points; 40 Percent of Total 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 an aging and unsafe facility. In addition, it addresses the project’s ability to correct design deficiencies and improve the overall safety of the bridge facility.

- A. MEASURE: Identify the bridge sufficiency rating, and select the classification and if the structure is posted for load restrictions. (300 Points)

RESPONSE:

- Bridge Sufficiency Rating: ____ (0 to 100)

AND

RESPONSE (Select all that apply):

- Structurally Deficient:
- Load-Posted:

- B. MEASURE: Describe the design and safety deficiencies improved by the proposed project. (100 Points)

RESPONSE (200 words or less):

5. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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. 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.

Multimodal Connections (50 Points)

Transit Connections

- A. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the “Transit Connectivity” map. Potential connections include transitway stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route.

Upload the “Transit Connectivity” 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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing routes directly connected to the project: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: _____

Bicycle and Pedestrian Connections

- B. **MEASURE:** Identify the pedestrian and bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle or pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian or bicycle connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

- C. MEASURE: 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. Also, describe the existing bicycle, pedestrian, and transit accommodations. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., vehicles, bicyclists, transit, and pedestrians) and, if applicable, supports planned transitway stations. 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).

RESPONSE (200 words or less):

6. Total Project Cost Effectiveness (75 Points; 7.5 Percent of Total Points) – This criterion will assess the project’s cost effectiveness based on the total project cost and total points awarded in the previous criteria. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

A. MEASURE: The total project cost effectiveness will be automatically calculated. Met Council staff will divide the total project cost by the total number of points awarded in the previous criteria (1 through 6).

- Cost Effectiveness = total project cost/total number of points awarded in previous criteria (1 through 6)

RESPONSE (Points Awarded and Cost Effectiveness will be Automatically Calculated):

- Total Project Cost (entered in Project Cost Form): _____

7. Risk Assessment (75 Points; 7.5 Percent of Total 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.

- 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):

TOTAL: 1,000 POINTS

Transit Expansion – Prioritizing Criteria and Measures

September 26, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; emissions reduction; multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored equally across the modal sub-categories while also addressing the particular attributes of the project type. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Total Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions, as defined in ThriveMSP 2040, local activity centers, population centers, and the project's ability to provide regional transit system connections (measured through the annual transit ridership of connecting transit routes).

- A. **MEASURE:** Reference the "Regional Economy" map generated at the beginning of the application process. Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. If the project includes construction of a park-and-ride facility, the eligible job concentrations, manufacturing/distribution centers, educational institutions, or local activity centers only include those directly connected by the transit routes exiting the facility. (33 Points)

Upload the "Regional Economy" map used for this measure.

RESPONSE (Select all that apply, based on the "Regional Economy" map):

- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration: (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location: (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution: (33 Points)
- Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan: (20 Points)

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (City or county plan reference; 100 words or less):

- B. MEASURE: Reference the “Population Summary” map generated at the beginning of the application process. Report the existing population within 1/4 mile of the project’s bus stops or within 1/2 mile of the project’s transitway stations. Existing population will be measured by summing the population located in the TAZ’s that intersect the 1/4-mile or 1/2-mile buffers. (33 Points)

Upload the “Population Summary” map used for this measure.

RESPONSE (Data from the “Population Summary” map):

- Existing Population: _____

- C. MEASURE: Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the “Transit Connectivity” map. Potential connections include transitway stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. (34 Points)

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

RESPONSE (Data from the “Transit Connectivity” map):

- Existing transit routes directly connected to the project: _____ (24 Points)
- Planned transitways (mode and alignment determined and identified in the 2030 TPP), directly connect to the project: _____ (10 Points)

2. Usage (350 Points; 35 Percent of Total Points) – This criterion quantifies the project’s impact by estimating the annual transit ridership of the project to determine the overall cost-effectiveness per rider.

- A. **MEASURE:** This measure will calculate the cost effectiveness of the project per rider. Estimate and provide the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. Total annual transit ridership will be used as an input to calculate cost effectiveness.

Additionally, estimate and provide the total annual project cost, which consists of the annualized capital cost of the project added to the annual operating cost of the project. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life. Annualized project cost is the lump sum total project cost divided by the FTA “years of useful life” as listed below. If the project has two or more components with differing years of useful life, annualize the components (see examples below). If the project type is not listed below, use most similar project type or provide supporting documentation on useful life value used.

<u>Project Type</u>	<u>Years of Useful Life</u>
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

- Cost Effectiveness of Total Ridership = Total annual project cost / total annual transit ridership.

Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine total annual transit ridership. (105 Points)

Express Routes

- Use the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route

market area. If possible, the applicant should use the ridership figures provided for an existing or planned facility.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- Total Annual Ridership: _____

Transitways

- Use forecast data (current year and 2030) 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- Total Annual Ridership: _____

Urban and Suburban Local Routes

- 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 select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- Total Annual Ridership: _____

RESPONSE (200 words or less):

- B. **MEASURE:** This measure will calculate the **Operating Cost Effectiveness** of the project, which is the new annual operating cost of the project per annual rider in the third year of service.

Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Additionally, provide the new annual operating cost, which consists of the additional annual operating cost that will result from this project's implementation.

- Operating Cost Effectiveness = New annual operating cost of the project / new annual transit ridership

Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine new annual transit ridership. (70 Points)

Express Routes

- Use the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant should use the ridership figures provided for an existing or planned facility.

RESPONSE (Cost effectiveness will be automatically calculated):

- New Annual Operating Cost: _____
- Total Annual Ridership: _____

Transitways

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Cost effectiveness will be automatically calculated):

- New Annual Operating Cost _____
- Total Annual Ridership: _____

Urban and Suburban Local Routes

- 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 select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.

RESPONSE (Cost effectiveness will be automatically calculated):

- New Annual Operating Cost _____
- Total Annual Ridership: _____

RESPONSE (200 words or less):

- C. MEASURE: This measure will calculate the cost effectiveness of the project per new rider. Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness.

Additionally, estimate the total annual project cost, which consists of the annualized capital cost of the project added to the annual operating cost of the project. The annualized project cost is derived from the FTA guidelines on useful life. Annualized project cost is the lump sum total project cost divided by the FTA “years of useful life” as listed below. If the project has two or more components with differing years of useful life, annualize the components (see examples below). If the project type is not listed below, use most similar project type or provide supporting documentation on useful life value used.

<u>Project Type</u>	<u>Years of Useful Life</u>
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

Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine new annual transit ridership. (175 Points)

Express Routes

- Use the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant should use the ridership figures provided for an existing or planned facility.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- New Annual Ridership: _____

Transitways

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- New Annual Ridership: _____

Urban and Suburban Local Routes

- 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 select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- New Annual Ridership: _____

3. Equity and Housing Performance (200 Points; 20 Percent of Total Points) -- This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Housing Equity” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. A project’s service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (130 Points)

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

RESPONSE (Select one, based on the “Socio-Econ” map):

- Project’s service directly connects to Racially Concentrated Area of Poverty: (0 to 130 Points)
- Project’s service directly connects to Concentrated Area of Poverty: (0 to 104 Points)
- Project’s service directly connects to census tracts that are above the regional average for population in poverty or population of color: (0 to 52 Points)
- Project’s service directly connects to 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: (0 to 37 Points)

RESPONSE (200 words or less):

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project’s stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. 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 the project has stops in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project’s stops are 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), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result. (70 Points)

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Number of Stops within City/Township:

4. Emissions Reduction (200 Points; 20 Percent of Total Points) – This criterion measures the impact that the project’s implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, PM_{2.5}, 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, NO_x, CO_{2e}, PM_{2.5}, 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. (133 Points)

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

Emissions Factors

- CO reduced = VMT reduced * 2.39
- NO_x reduced = VMT reduced * 0.16
- CO_{2e} reduced = VMT reduced * 366.60
- PM_{2.5} reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

RESPONSE (Total reduced emissions will automatically calculate):

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

- B. **MEASURE:** This measure will calculate the cost effectiveness of the project as it relates to emissions reduction. (67 Points)

- Cost Effectiveness = Total annual project cost / kilograms of emissions reduced per day

The total annual project cost can be calculated by adding the annualized capital cost and the annual operating costs for the third year of service.

RESPONSE (Cost Effectiveness will automatically calculate):

- Total Annual Capital Cost: _____
- Total Annual Operating Cost: _____
- Total Kilograms of Emissions Reduced per Day (summed result from Measure 4A)

5. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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.

Multimodal Connections (50 Points)

- A. **MEASURE:** Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle and pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the bicycle or pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

- B. **MEASURE:** Discuss any roadway, 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 roadway, bicycle, and pedestrian facilities and accommodations. 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 (200 words or less):

6. Risk Assessment (50 Points; 5 Percent of Total 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 required Risk Assessment. The Risk Assessment only needs to be completed for construction projects. All other projects do not need to complete this form. Projects that only involve transit operating assistance will receive all possible points under this criterion if the project meets funding requirements.

Facility Projects:

A. MEASURE: Applications involving construction must complete the Risk Assessment. The Risk Assessment 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):

TOTAL: 1,000 POINTS

Transit System Modernization – Prioritizing Criteria and Measures

September 26, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; emissions reduction, deficiencies and safety; service and customer improvements, multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored equally across the modal sub-categories while also addressing the particular attributes of the project type. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Total Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions, as defined in ThriveMSP 2040, local activity centers, population centers, and the project's ability to provide regional transit system connections (measured through the annual transit ridership of connecting transit routes).

- A. MEASURE: Reference the "Regional Economy" map generated at the beginning of the application process. Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the "Regional Economy" map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area. (33 Points)

Upload the "Regional Economy" map used for this measure.

RESPONSE (Select all that apply, based on the "Regional Economy" map):

- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration: (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location: (33 Points)
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution: (33 Points)
- Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan: (20 Points)

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (City or county plan reference; 100 words or less):

- B. **MEASURE:** Reference the “Population Summary” map generated at the beginning of the application process. Report the existing population within 1/4 mile of the project’s bus stops or within 1/2 mile of the project’s transitway stations. Existing population will be measured by summing the population located in the TAZ’s that intersect the 1/4-mile or 1/2-mile buffers. (33 Points)

Upload the “Population Summary” map used for this measure.

RESPONSE (Data from the “Population Summary” map):

- Existing Population: _____

- C. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the annual transit ridership of these connecting routes, as depicted on the “Transit Connectivity” map. Potential connections include transitway stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route. (34 Points)

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

RESPONSE (Data from the “Transit Connectivity” map):

- Existing transit routes directly connected to the project: _____ (24 Points)
- Planned transitways (mode and alignment determined and identified in the 2030 TPP), directly connect to the project: _____(10 Points)

2. Usage (300 points; 30 Percent of Total Points) - This criterion quantifies the project’s impact by estimating the annual transit ridership of the project to determine the overall cost-effectiveness per rider.

- A. **MEASURE:** This measure will calculate the cost effectiveness of the project per rider. Estimate and provide the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. Total annual transit ridership will be used as an input to calculate cost effectiveness.

Additionally, estimate and provide the total annual project cost, which consists of the annualized capital cost of the project added to the annual operating cost of the project. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life. Annualized project cost is the lump sum total project cost divided by the FTA “years of useful life” as listed below. If the project has two or more components with differing years of useful life, annualize the components (see examples below). If the project type is not listed below, use most similar project type or provide supporting documentation on useful life value used.

<u>Project Type</u>	<u>Years of Useful Life</u>
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

- Cost Effectiveness of Total Ridership = Total annual project cost / total annual transit ridership.

Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine total annual transit ridership. (210 Points)

Express Routes

- Use the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant should use the ridership figures provided for an existing or planned facility.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost (3rd Year): _____
- Total Annual Capital Cost: _____
- Total Annual Ridership: _____

Transitways

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- Total Annual Ridership: _____

Urban and Suburban Local Routes

- 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 select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.

RESPONSE (Cost effectiveness will be automatically calculated):

- Total Annual Operating Cost: _____
- Total Annual Capital Cost: _____
- Total Annual Ridership: _____

RESPONSE (200 words or less):

- B. **MEASURE:** This measure will calculate the **Operating Cost Effectiveness** of the project, which is the new annual operating cost of the project per annual rider in the third year of service.

Estimate the new annual transit ridership that is produced by the new project in the third year of service. New annual transit ridership will be used as an input to measure cost effectiveness. Additionally, provide the new annual operating cost, which consists of the additional annual operating cost that will result from this project's implementation.

- Operating Cost Effectiveness = New annual operating cost of the project / new annual transit ridership

Respond to one type of transit service (i.e., Express Routes, Transitways, or Urban and Suburban Routes) in order to determine new annual transit ridership. (90 Points)

Express Routes

- Use the 2020 forecast (equivalent to the third year of ridership) from the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to develop a ridership estimate. The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the TAZs in the express bus route market area. If possible, the applicant should use the ridership figures provided for an existing or planned facility.

RESPONSE (Cost effectiveness will be automatically calculated):

- New annual operating cost _____
- Total Annual Ridership: _____

Transitways

- Use forecast data (current year and 2030) to estimate ridership for the third year of service. Forecast data for the transitway must 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.

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 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

RESPONSE (Cost effectiveness will be automatically calculated):

- New annual operating cost _____
- Total Annual Ridership: _____

Urban and Suburban Local Routes

- 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 select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2030 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per in service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response.

RESPONSE (Cost effectiveness will be automatically calculated):

- New annual operating cost _____
- Total Annual Ridership: _____

RESPONSE (200 words or less):

3. Equity and Housing Performance (150 Points; 15 Percent of Total Points) -- This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Housing Equity” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. A project’s service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (80 Points)

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

RESPONSE (Select one, based on the “Socio-Econ” map):

- Project’s service directly connects to Racially Concentrated Area of Poverty: (0 to 80 Points)
- Project’s service directly connects to Concentrated Area of Poverty: (0 to 64 Points)
- Project’s service directly connects to census tracts that are above the regional average for population in poverty or population of color: (0 to 48 Points)
- Project’s service directly connects to 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: (0 to 32 Points)

RESPONSE (200 words or less):

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project’s stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. 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 the project has stops in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project’s stops are 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), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result. (70 Points)

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Number of Stops within City/Township:

4. Emissions Reduction (100 Points; 10 Percent of Total Points) - This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, NO_x, CO_{2e}, PM_{2.5}, and VOC emissions. Projects can include improvements to rolling stock, increases in travel speed, facility modernization, and systemwide upgrades that reduce congestion and improve energy efficiency.

- A. MEASURE: Describe how the project will reduce CO, NO_x, CO_{2e}, PM_{2.5}, and/or VOC due to the reduction in SOV trips, reduction in VMT, and/or an increase of speeds. The applicant should also describe capital improvements that will reduce emissions and energy consumption.

RESPONSE: (300 words or less):

5. Service and Customer Improvements (150 Points; 15 Percent of Total Points) -

Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will operate more efficiently as a result of this project. An improvement that makes transit more attractive to future and existing riders is offering faster travel times between destinations. Additionally, the modernization of a transit facility should present a savings in operating costs for the transit provider. Projects can also offer improvements to facilities that offer a better customer experience, and attract riders to transit facilities.

- A. **MEASURE:** Provide the existing and proposed travel times to calculate the percent reduction in transit passenger travel time due to the project. The applicant should provide the existing passenger travel time from the project site to the transit route's terminal. If the project benefits multiple routes, the applicant can take an average of the passenger travel times. Applicants must also provide the proposed travel time from the project site to the terminal. The percent reduction in travel time that will result from the project's implementation will be calculated automatically. (75 Points)

RESPONSE (Percent reduction will be automatically calculated)

- Current Passenger Travel Time (Minutes): _____
- Proposed Passenger Travel Time (Minutes): _____

- B. **MEASURE:** Identify the current annual transit operating costs and proposed annual transit operating costs that will result from this project. Operating and maintenance costs are external to the project, and do not include costs associated with the construction or procurement of facilities, vehicles, or equipment. The percent reduction in operating and maintenance costs will be calculated automatically. (38 Points)

RESPONSE (Percent reduction will be automatically calculated):

- Current Annual Transit Operating Costs: _____
- Proposed Annual Transit Operating Costs: _____

- C. **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 (37 Points):

- Improved boarding area
- Improved passenger 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

RESPONSE (200 words or less):

6. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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.

Multimodal Connections (50 Points)

- A. **MEASURE:** Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any bicycle and pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the bicycle or pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

- B. **MEASURE:** Discuss any roadway, 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 roadway, bicycle, and pedestrian facilities and accommodations. 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 (200 words or less):

7. Risk Assessment (100 Points; 10 Percent of Total 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 required Risk Assessment.

- A. **MEASURE:** Applications involving construction must complete the Risk Assessment. The Risk Assessment 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):

TOTAL: 1,000 POINTS

Transit Expansion – Scoring Guidelines

September 26, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Points)	<p>A. Identify the location of the project and how it provides connections to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as well as local activity centers. If the project includes construction of a park-and-ride facility, the eligible job concentrations, manufacturing/distribution centers, educational institutions, or local activity centers only include those directly connected by the transit routes exiting the facility (check boxes and response).</p> <ul style="list-style-type: none"> • Direct connection to a Job Concentration within 1/4 mile of a bus stop or within 1/2 mile of a transitway station • Direct connection to a Manufacturing/Distribution Location within 1/4 mile of a bus stop and 1/2 mile of a transitway station. • Direct connection to an Educational Institution within 1/4 mile of a bus stop or within 1/2 mile of a transitway station • Project provides a direct connection to an existing local activity center identified in an adopted county or city plan within 1/4 mile of a bus stop or within 1/2 mile of a transitway station. 	<p style="text-align: center;">33 Points</p>	<p>A. 33 Points</p> <p>The applicant will receive the points shown for the type of connection made by the project. The applicant can only score 33, 20, or 0 points for this measure. If the project provides a connection to a local activity center, the applicant must describe the adopted county or city plan identifying this area to receive points.</p> <ul style="list-style-type: none"> • Job Concentration(s): 33 Points • Manufacturing/Distribution Location(s): 33 Points • Educational Institution(s): 33 Points • Local activity center(s): 20 Points • None of the above: 0 Points
	<p>B. Metropolitan Council staff will calculate the population located within 1/4 mile of the project’s bus stops or 1/2 mile of transitway stations.</p>		<p style="text-align: center;">33 Points</p>

Transit Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (Continued) (100 Points; 10 Percent of Points)	C. List the transit route numbers directly connected to the project. Metropolitan Council staff will calculate annual transit ridership. <ul style="list-style-type: none"> Existing routes directly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project 	34 Points	C. 34 Points The applicant with route connections having the highest annual transit ridership will receive the full points. Remaining projects will receive a proportional share of the full points. <ul style="list-style-type: none"> Existing routes directly connected to the project: 24 Points Planned transitways directly connected to the project: 10 Points

Transit Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (350 Points; 35 Percent of Points)</p>	<p>A. Calculate the cost effectiveness of the project per total rider. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated total annual transit ridership and total annual project cost as inputs to calculate cost effectiveness.</p> <ul style="list-style-type: none"> Cost Effectiveness of Total Ridership = Total annual project cost / total annual ridership <p>Measure response by service type:</p> <ul style="list-style-type: none"> Express Routes: Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to get total 2020 ridership (equivalent to third year of service). Transitways: Applicant will provide total annual project cost. Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff to get total ridership in the third year of service. Urban and Suburban Local Routes: Applicant will calculate cost effectiveness using an average of peer routes currently in service to develop a total ridership estimate for the third year of service. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service. 	<p>105 Points</p>	<p>A. 105 Points The applicant with the lowest project cost per rider, equal to total annual project cost divided by total annual ridership, will receive the full points. Remaining projects will receive a proportional share of the full points.</p> <p>For urban and suburban local bus 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. Fifty percent of points should 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.</p>

Transit Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (Continued) (350 Points; 35 Percent of Points)</p>	<p>B. Calculate the Operating Cost Effectiveness of the project. This measure is the new annual operating cost of the project per new annual rider in the third year of service. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the total annual new transit ridership that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated total new annual transit ridership and total annual new operating cost as inputs to calculate cost effectiveness.</p> <ul style="list-style-type: none"> • Operating Cost Effectiveness = Total new annual operating cost / total annual new ridership <p>Measure response by service type:</p> <ul style="list-style-type: none"> • Express Routes: Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to get 2020 new ridership (equivalent to third year of service). • Transitways: Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff to get new ridership in the third year of service. • Urban and Suburban Local Routes: Applicant will calculate cost effectiveness using an average of peer routes currently in service to develop a new ridership estimate for the third year of service. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service. 	<p>70 Points</p>	<p>B. 70 Points</p> <p>The applicant with the lowest project operating cost per new rider, equal to total annual project-related operating cost divided by total annual new ridership, will receive the full points. Remaining projects will receive a proportional share of the full points.</p> <p>For urban and suburban local bus 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. Fifty percent of points should 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.</p>

Transit Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (Continued) (350 Points; 35 Percent of Points)</p>	<p>C. Calculate the cost effectiveness of the project per new rider. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the total annual new transit ridership that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated total annual transit ridership and total annual project cost as inputs to calculate cost effectiveness.</p> <ul style="list-style-type: none"> Cost Effectiveness of New Ridership = Total annual project cost / total annual new ridership <p>Measure response by service type:</p> <ul style="list-style-type: none"> Express Routes: Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to get 2020 new ridership (equivalent to third year of service). Transitways: Applicant will provide total annual project cost. Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff to get new ridership in the third year of service. <p>Urban and Suburban Local Routes: Applicant will calculate cost effectiveness using an average of peer routes currently in service to develop a new ridership estimate for the third year of service. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service.</p>	<p>175 Points</p>	<p>C. 175 Points</p> <p>The applicant with the lowest project cost per new rider, equal to total annual project cost divided by total annual new ridership, will receive the full points. Remaining projects will receive a proportional share of the full points.</p> <p>For urban and suburban local bus 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. Fifty percent of points should 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.</p>

Transit Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (200 Points; 20 Percent of Points)</p>	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, negative impacts, and mitigation for low-income populations, people of color, children, people with disabilities, and the elderly. A project’s service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> • Project’s service directly connects to Racially Concentrated Area of Poverty • Project’s service directly connects to Area of Concentrated Poverty • Project’s service directly connects to census tracts that are above the regional average for population in poverty or population of color • Project’s service directly connects to 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 	<p>130 Points</p>	<p>A. 130 Points</p> <p>The applicant will select the option that will receive the most points. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. This response is intended to be qualitative.</p> <p>A project’s service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. If a proposed Express route connects to an eligible area, there should be a reverse commute option that connects transit riders to a job center. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> • Project’s service directly connects to Racially Concentrated Area of Poverty: 0 to 130 Points • Project’s service directly connects to Area of Concentrated Poverty: 0 to 104 Points • Project’s service directly connects to census tracts that are above the regional average for population in poverty or population of color: 0 to 52 Points • Project’s service directly connects to 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: 0 to 37 Points

Transit Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (Continued) (200 Points; 20 Percent of Points)</p>	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project’s stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>	<p>70 Points</p>	<p>B. 70 Points The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.</p> <p>Projects will use the city Housing Performance Score based on the location of the project’s stops. 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’s stops are located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result.</p> <p>If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.</p> <p>If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.</p>

Transit Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Emissions Reduction (200 Points; 20 Percent of Points)	<p>A. The applicant must show that the project will reduce CO, NO_x, CO_{2e}, PM_{2.5}, and/or VOC due to the reduction in VMT. After the applicant has provided these inputs, Metropolitan Council staff will apply the following emissions factors to the VMT reduction to determine the reduced emissions:</p> <ul style="list-style-type: none"> • CO reduced = VMT reduced * 2.39 • NO_x reduced = VMT reduced * 0.16 • CO_{2e} reduced = VMT reduced * 366.60 • PM_{2.5} reduced = VMT reduced * 0.005 • VOCs reduced = VMT reduced * 0.03 <p>• Daily VMT Reduction = (New Daily Transit Riders x 2) x Distance from Terminal to Terminal</p>	133 Points	<p>A. 133 Points</p> <p>The applicant with the greatest reduction in emissions, as equal to kg of emissions reduced per day due to VMT reduction, will receive the full points. Remaining projects will receive a proportional share of the full points.</p>
	<p>B. Calculate the cost effectiveness of the project per KG of emissions reduced.</p> <ul style="list-style-type: none"> • Cost effectiveness = Total annual project cost / kg of emissions reduced per day 		67 Points
Multimodal Facilities and Connections (100 Points; 10 Percent of Points)	<p>A. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian or bicycle connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.</p>	50 Points	<p>A. 50 Points (50 Percent of Points)</p> <p>The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.</p> <p>The scorer will weigh the project's connections to bikeways, high-traffic pedestrian areas (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) as detailed in the required response (200 words or less), and other pedestrian facilities. A higher value will be placed on connections present at the time of project construction over planned future connections.</p>

Transit Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Multimodal Facilities and Connections (Continued) (100 Points; 10 Percent of Points)</p>	<p>B. Discuss any roadway, bicycle, or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing roadway, bicycle, and pedestrian accommodations. Additionally, the applicant should address how the proposed project safely integrates all modes of transportation (i.e., transit, bicyclists, pedestrians, and vehicles).</p>	<p>50 Points</p>	<p>B. 50 Points (50 Percent of Points) The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response (200 words or less), 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. Projects that include the bicycle or pedestrian elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies. Example improvements are listed below:</p> <ul style="list-style-type: none"> • 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
<p>Risk Assessment (50 Points; 5 Percent of Points)</p>	<p>A. Applications involving construction must complete the Risk Assessment Checklist. All other projects do not need to complete this form and will receive all possible points under this criterion if the project meets funding requirements. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).</p>	<p>50 Points</p>	<p>A. The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points.</p>

Transit Expansion – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Total Points		1,000 Points	

Transit System Modernization – Scoring Guidelines

Updated September 26, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Points)	<p>A. Identify the location of the project and how it provides connections to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as well as local activity centers. If the project includes construction of a park-and-ride facility, the eligible job concentrations, manufacturing/distribution centers, educational institutions, or local activity centers only include those directly connected by the transit routes exiting the facility (check boxes and response).</p> <ul style="list-style-type: none"> • Direct connection to a Job Concentration within 1/4 mile of a bus stop or within 1/2 mile of a transitway station • Direct connection to a Manufacturing/Distribution Location within 1/4 mile of a bus stop and 1/2 mile of a transitway station. • Direct connection to an Educational Institution within 1/4 mile of a bus stop or within 1/2 mile of a transitway station • Project provides a direct connection to an existing local activity center identified in an adopted county or city plan within 1/4 mile of a bus stop or within 1/2 mile of a transitway station. 	<p>33 Points</p>	<p>A. 33 Points</p> <p>The applicant will receive the points shown for the type of connection made by the project. The applicant can only score 33, 20, or 0 points for this measure. If the project provides a connection to a local activity center, the applicant must describe the adopted county or city plan identifying this area to receive points.</p> <ul style="list-style-type: none"> • Job Concentration(s): 33 Points • Manufacturing/Distribution Location(s): 33 Points • Educational Institution(s): 33 Points • Local activity center(s): 20 Points • None of the above: 0 Points
	<p>B. Met Council staff will calculate the population located within 1/4 mile of the project's bus stops or 1/2 mile of transitway stations.</p>		<p>33 Points</p>

Transit System Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (Continued) (100 Points; 10 Percent of Points)	C. List the transit route numbers directly connected to the project. Metropolitan Council staff will calculate annual transit ridership. <ul style="list-style-type: none"> Existing routes directly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project 	34 Points	C. 34 Points The applicant with route connections having the highest annual transit ridership will receive the full points. Remaining projects will receive a proportional share of the full points. <ul style="list-style-type: none"> Existing routes directly connected to the project: 24 Points Planned transitways directly connected to the project: 10 Points

Transit System Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (300 Points; 30 Percent of Points)</p>	<p>A. Calculate the cost effectiveness of the project per total rider. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the total annual transit ridership (existing plus new ridership) that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated total annual transit ridership and total annual project cost as inputs to calculate cost effectiveness.</p> <ul style="list-style-type: none"> • Cost Effectiveness of Total Ridership= Total annual project cost / total annual ridership <p>Measure response by service type:</p> <ul style="list-style-type: none"> • Express Routes: Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to get total 2020 ridership (equivalent to third year of service). • Transitways: Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff to get total ridership in the third year of service. • Urban and Suburban Local Routes: Applicant will calculate cost effectiveness using an average of peer routes currently in service to develop a total ridership estimate for the third year of service. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service. 	<p>210 Points</p>	<p>A. 210 Points The applicant with the lowest project cost per rider, equal to total annual project cost divided by total annual ridership, will receive the full points. Remaining projects will receive a proportional share of the full points.</p> <p>For urban and suburban local bus 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. Fifty percent of points should 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.</p>

Transit System Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (Continued) (300 Points; 30 Percent of Points)</p>	<p>B. Calculate the Operating Cost Effectiveness of the project. Based on the type of service, as detailed below, the applicant or Metropolitan Council staff will estimate the new annual transit ridership that is produced by the new project in the third year of service. The applicant or Met Council staff will then use the estimated new annual transit ridership and new annual operating cost as inputs to calculate cost effectiveness.</p> <ul style="list-style-type: none"> Operating Cost Effectiveness = Total new annual operating cost / total annual new ridership <p>Measure response by service type:</p> <ul style="list-style-type: none"> Express Routes: Applicant will calculate cost effectiveness using the park-and-ride demand estimation model in the 2030 Regional Park-and-Ride Plan to get 2020 new ridership (equivalent to third year of service). Transitways: Met Council staff will calculate cost effectiveness using forecast data for transitways approved by Met Council staff to get new ridership in the third year of service. Urban and Suburban Local Routes: Applicant will calculate cost effectiveness using an average of peer routes currently in service to develop a new ridership estimate for the third year of service. Applicants must describe how a peer route was selected in the response, and will then take the passengers per in service hour of that route to apply a rate of ridership to the proposed service. 	<p>90 Points</p>	<p>B. 90 Points</p> <p>The applicant with the lowest project operating cost per new rider, equal to total annual project-related operating cost divided by total annual new ridership, will receive the full points. Remaining projects will receive a proportional share of the full points.</p> <p>For urban and suburban local bus 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. Fifty percent of points should 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.</p>

Transit System Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (150 Points; 15 Percent of Points)</p>	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, negative impacts, and mitigation for low-income populations, people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> Project’s service directly connects to Racially Concentrated Area of Poverty Project’s service directly connects to Area of Concentrated Poverty Project’s service directly connects to census tracts that are above the regional average for population in poverty or population of color Project’s service directly connects to 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 	<p>80 Points</p>	<p>A. 80 Points The applicant will select the option that will receive the most points. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. This response is intended to be qualitative.</p> <p>A project’s service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. If a proposed Express route connects to an eligible area, there should be a reverse commute option that connects transit riders to a job center. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> Project’s service directly connects to Racially Concentrated Area of Poverty: 0 to 80 Points Project’s service directly connects to Area of Concentrated Poverty: 0 to 64 Points Project’s service directly connects to census tracts that are above the regional average for population in poverty or population of color: 0 to 48 Points Project’s service directly connects to 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: 0 to 32 Points

Transit System Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (Continued) (150 Points; 15 Percent of Points)</p>	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project’s stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>	<p>70 Points</p>	<p>B. 70 Points The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.</p> <p>Projects will use the city Housing Performance Score based on the location of the project’s stops. 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’s stops are located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result.</p> <p>If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.</p> <p>If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.</p>

Transit System Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Emissions Reduction (100 Points; 10 Percent of Points)	A. Describe how the project will reduce CO, NOx, CO2, PM2.5, and/or VOC due to the reduction in SOV trips, reduction in VMT, and/or an increase of speeds. The applicant should also describe capital improvements that will reduce emissions and energy consumption.	100 Points	A. 100 Points The applicant should describe improvements to rolling stock, increases in travel speed, facility improvements, and systemwide upgrades that will reduce congestion and/or improve energy efficiency. The application will be scored based on the improvements that are being made. Projects will receive a share of the full points at the scorer's discretion. (200 words or less).
Service and Customer Improvements (150 Points; 15 Percent of Points)	A. Indicate existing and proposed travel times and calculate the percent reduction in transit passenger travel time due to the project: <ul style="list-style-type: none"> Existing passenger travel time (applicant can use average passenger travel time if project benefits multiple routes) Proposed travel time from project site to terminal Percent reduction in travel time 	75 Points	A. 75 Points The applicant with the greatest reduction in travel time will receive the full points. Remaining projects will receive a proportional share of the full points.
	B. Identify the estimated percent reduction in operating and maintenance costs that will result from this project. Operating and maintenance costs are external to the project, and do not include costs associated with the construction or procurement of facilities, vehicles, or equipment. The percent reduction in operating and maintenance costs will be calculated automatically.	38 Points	B. 38 Points The applicant with the greatest reduction in operating and maintenance costs will receive the full points. Remaining projects will receive a proportional share of the full points.

Transit System Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Service and Customer Improvements (Continued) (150 Points; 15 Percent of Points)</p>	<p>C. Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Improved boarding area • Improved passenger 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 	<p>37 Points</p>	<p>C. 37 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. Projects will receive a share of the full points at the scorer’s discretion.</p>
<p>Multimodal Facilities and Connections (100 Points; 10 Percent of Points)</p>	<p>A. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian or bicycle connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.</p>	<p>50 Points</p>	<p>A. 50 Points The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. The scorer will weigh the project’s connections to bikeways, high-traffic pedestrian areas (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) as detailed in the required response (200 words or less), and other pedestrian facilities. A higher value will be placed on connections present at the time of project construction over planned future connections.</p>

Transit System Modernization – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities and Connections (Continued) (100 Points; 10 Percent of Points)	B. Discuss any roadway, bicycle, or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing roadway, bicycle, and pedestrian accommodations. Additionally, the applicant should address how the proposed project safely integrates all modes of transportation (i.e., transit, bicyclists, pedestrians, and vehicles).	50 Points	B. 50 Points The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response (200 words or less), 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. Projects that include the bicycle or pedestrian elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies. Example improvements are listed below: <ul style="list-style-type: none"> 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
Risk Assessment (100 Points; 10 Percent of Points)	A. Applications involving construction must complete the Risk Assessment Checklist. All other projects do not need to complete this form and will receive all possible points under this criterion if the project meets funding requirements. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	100 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points.
Total Points	1,000 Points		

TDM – Scoring Guidelines

Updated September 26, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Points)	<p>A. Identify the location of the project and how it provides connections to Job Concentrations, Manufacturing/Distribution Locations and Educational Institutions , as well as local activity centers (check boxes and response):</p> <ul style="list-style-type: none"> • Direct connection to or within a Job Concentration • Direct Connection to a Manufacturing/Distribution Location • Direct connection to or within an Educational Institution • Project provides a direct connection to or within an existing local activity center identified in an adopted county or city plan 	<p>50 Points</p>	<p>A. 50 Points The applicant will receive the points shown for the type of connection made by the project. The applicant can only score 50, 40, 30, or 0 points for this measure. If the project provides a connection to a local activity center, the applicant must describe the adopted county or city plan identifying this area to receive points.</p> <ul style="list-style-type: none"> • Job Concentration(s): 50 Points • Manufacturing/Distribution Location(s): 40 Points • Educational Institution(s): 40 Points • Local activity center(s) in an adopted county or city plan: 30 Points • None of the above: 0 Points
	<p>B. Identify the existing regional transportation facilities and resources on which the project will capitalize (transit stations, bikeways, etc.).</p>		<p>50 Points</p>

TDM – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (100 Points; 10 Percent of Points)</p>	<p>A. Calculate the cost effectiveness of the project per user. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion.</p> <ul style="list-style-type: none"> Cost effectiveness = Total annual project cost/ total annual users 	<p>100 Points</p>	<p>A. 100 Points The applicant with the lowest project cost per user, equal to total annual project cost divided by total users, will receive the full points. Remaining projects will receive a proportional share of the full points.</p>
<p>Equity and Housing Performance (150 Points; 15 Percent of Points)</p>	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, negative impacts, and mitigation for low-income populations, people of color, children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty Project located in Concentrated Area of Poverty Project’s census tracts are above the regional average for population in poverty or population of color Project located in 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 	<p>80 Points</p>	<p>A. 80 Points The applicant will select the option that will receive the most points. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. This response is intended to be qualitative. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty: 0 to 80 Points Project located in Concentrated Area of Poverty: 0 to 64 Points Project’s census tracts are above the regional average for population in poverty or population of color: 0 to 48 Points Project located in 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: 0 to 32 Points

TDM – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity and Housing Performance (Continued) (150 Points; 15 Percent of Points)</p>	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>	<p>70 Points</p>	<p>B. 70 Points The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.</p> <p>Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. 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), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.</p> <p>If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.</p> <p>If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.</p>

TDM – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Congestion Reduction/Air Quality (400 Points; 40 Percent of Points)</p>	<p>A. Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and/or single occupancy vehicle (SOV) trips.</p>	<p>200 Points</p>	<p>A. 200 Points The applicant will receive full points based on the quality of the response. Remaining projects will receive a share of the full points at the scorer's discretion.</p> <ul style="list-style-type: none"> The project is located in an area of traffic congestion: 60 Points The project will reduce congestion and/or SOV trips in the project area: 140 Points
	<p>B. The applicant must show that the project will reduce CO, NO_x, CO_{2e}, PM_{2.5}, and/or VOC due to the reduction in VMT.</p> <p>After the applicant has provided these inputs, Metropolitan Council staff will apply the following emissions factors to the VMT and SOV trip reduction to determine the reduced emissions:</p> <ul style="list-style-type: none"> CO reduced = VMT reduced * 2.39 NO_x reduced = VMT reduced * 0.16 CO_{2e} reduced = VMT reduced * 366.60 PM_{2.5} reduced = VMT reduced * 0.005 VOCs reduced = VMT reduced * 0.03 <ul style="list-style-type: none"> VMT reduced = Number of one-way commute trips reduced * 12.1 	<p>200 Points</p>	<p>B. 200 Points The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a proportional share of the full points.</p>

TDM – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Innovation (200 Points; 20 Percent of Points)	A. Describe how the project is innovative.	100 Points	A. 100 Points The applicant will receive the full points shown for each of innovation categories based on the quality of the response (200 words or less). The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. <ul style="list-style-type: none"> • Project introduces a new policy, program, or creative strategy: 50 Points • Concept has been proven in another setting and will be successful in the proposed setting: 30 Points • Project enhances an existing program: 20 Points
	B. Describe how the project is new to a particular geographic area or population.	100 Points	B. 100 Points The applicant will receive a maximum of the points shown below based on the project’s ability to reach a previously unserved population or a new geographic area, as addressed in the response (200 words or less). The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. <ul style="list-style-type: none"> • Project expands the geographic scope of an existing project: 50 Points • Project serves or engages a new group of people: 50 Points

TDM – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (50 Points; 5 Percent of Points)	<p>A. Applications involving construction must complete the Risk Assessment Checklist. All other projects do not need to complete this form and will receive all possible points under this criterion if the project meets funding requirements. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).</p>	<p>15 Points</p>	<p>A. 15 Points The applicant will receive up to the full points based on the eight Risk Assessment elements. A project that is not required to complete the checklist will receive full points.</p>
	<p>B. Describe the technical capacity of the applicant’s organization and what makes it well suited to deliver the project. The applicant should have experience implementing similar projects and adequate resources to deliver the project in a timely manner.</p>	<p>20 Points</p>	<p>B. 20 Points The applicant will receive a maximum of the points listed below, based on the quality of their response (200 words or less). Highest scoring projects will be led by agencies with staff expertise in TDM, experience in the field, and adequate resources to deliver the project in a timely manner. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points.</p> <ul style="list-style-type: none"> • Organization has experience implementing similar projects: 8 Points • Organization has adequate resources to implement the project in a timely manner: 12 Points

TDM – Scoring Guidelines

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (Continued) (50 Points; 5 Percent of Points)	C. Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project.	15 Points	C. 15 Points The applicant will receive a maximum of the points shown below based on the quality of their response. Applicants that receive the highest scores will have a financial plan in place to continue the project after the initial funding period. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. <ul style="list-style-type: none"> • Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase: 15 Points • Applicant has identified potential funding sources that could support the project beyond the initial funding period: 10 Points • Applicant has not identified funding sources to carry the project beyond the initial funding period: 0 Points
Total Points	1,000 Points		

Multiuse Trails and Bicycle Facilities – Scoring Guidelines (DRAFT)

July 10, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Role in the Regional Transportation System and Economy (200 Points; 20 Percent of Points)	A. Location of the project relative to the RBTN (check boxes): <ul style="list-style-type: none"> Tier 1, Priority RBTN Corridor Tier 2, RBTN Corridor Direct connection to the RBTN (Tier 1 or Tier 2) OR <ul style="list-style-type: none"> Project is not located on or directly connected to the RBTN, but is part of a local system identified on an adopted county or city plan 	200 Points	A. The applicant will receive the points shown below based on the location of the project relative to the RBTN. <ul style="list-style-type: none"> Tier 1: 200 Points (100 Percent of Points) Tier 2: 160 Points (80 Percent of Points) Direct connection to the RBTN: 120 Points (60 Percent of Points) Local System in an adopted county or city plan: 20 Points (10 Percent of Points) None of the above: 0 Points (0 Percent of Points)
Usage (200 Points; 20 Percent of Points)	A. Metropolitan Council staff will calculate the cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost: <ul style="list-style-type: none"> Cost Effectiveness = Total project cost/existing population within one mile of the project Cost Effectiveness = Total project cost/existing employment within one mile of the project 	200 Points	A. The applicant with the lowest project cost per person or job will receive the full points listed below. Remaining projects will receive a proportional share of the full points equal to the lowest project cost per person or job divided by the project cost per person or job for the application being scored. <ul style="list-style-type: none"> Total project cost/existing population: 100 Points (50 Percent of Points) Total project cost/existing employment: 100 Points (50 Percent of Points) Using the Metropolitan Council model, all traffic analysis zones that are included within or intersect the buffer area around the project will be included in the analysis. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

Multiuse Trails and Bicycle Facilities – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (100 Points; 10 Percent of Points)	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty Project located in Concentrated Area of Poverty Project’s census tracts are above the regional average for population in poverty or population of color Project is not located in one of above identified areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or other populations listed above 	<p>70 Points</p>	<p>A. 70 Points (70 Percent of Points) The applicant will fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer’s discretion. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty: 0 to 70 Points (0 to 100 Percent of Points) Project located in Concentrated Area of Poverty: 0 to 56 Points (0 to 80 Percent of Points) Project’s census tracts are above the regional average for population in poverty or population of color: 0 to 42 Points (0 to 60 Percent of Points) Project is not located in one of above identified areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or other populations listed above: 0 to 28 Points (0 to 40 Percent of Points)
	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>		<p>30 Points</p>

Multiuse Trails and Bicycle Facilities – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Deficiencies and Safety (250 Points; 25 Percent of Points)</p>	<p>A. Select the type of Critical Bicycle Transportation Link(s) completed by the project and discuss how the project will close a gap, cross or circumvent a physical barrier, or improve continuity or connections between jurisdictions (check boxes and response). Distance to and condition of the nearest parallel crossing of the barrier should also be provided, including the presence or absence of bicycle facilities, the number of lanes, average daily traffic, and the posted speed limit.</p> <ul style="list-style-type: none"> • Closes a gap (on or off the RBTN) • Provides a facility that crosses or circumvents a physical barrier (bridge or tunnel; on or off the RBTN) • Improves continuity and/or connections between jurisdictions (on or off the RBTN) 	<p>100 Points</p>	<p>A. 100 Points (40 Percent of Points) The applicant will receive the full points shown for each of the critical links identified below if the supporting response (200 words or less) demonstrates the project’s ability to fully complete the link.</p> <ul style="list-style-type: none"> • Closes a gap: 45 Points (45 Percent of Points) • Provides a facility that crosses or circumvents a physical barrier: 45 Points (45 Percent of Points) • Improves continuity and/or connections between jurisdictions: 10 Points (10 Percent of Points)

Multiuse Trails and Bicycle Facilities – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Deficiencies and Safety (Continued) (250 Points; 25 Percent of Points)</p>	<p>B. Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility.</p>	<p>150 Points</p>	<p>B. 150 Points (60 Percent of Points) The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response (200 words or less). The project with the most extensive improvements will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer’s discretion.</p> <ul style="list-style-type: none"> • Applicant provides actual bicycle, pedestrian, and vehicle crash data to demonstrate the magnitude of the existing safety problem. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency: 100 to 150 Points (67 to 100 Percent of Points) • Applicant demonstrates the project’s ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/ped, bike/vehicle, ped/vehicle, and vehicle/vehicle) or safety improvements that address these modal conflicts: 50 to 100 Points (34 to 67 Percent of Points) • Demonstrates the project’s ability to correct deficiencies: 25 to 50 Points (17 to 34 Percent of Points)

Multiuse Trails and Bicycle Facilities – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities and Connections (100 Points; 10 Percent of Points)	<p>A. List the transit route numbers directly and indirectly connected to the project. Metropolitan Council staff will calculate annual transit ridership.</p> <ul style="list-style-type: none"> Existing routes directly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project Existing routes indirectly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project 	<p>50 Points</p>	<p>A & B. 50 Points (50 Percent of Points) The applicant should provide a response to measures A and B. The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.</p> <p>The scorer will weigh the project’s connections to transit (as measured through annual transit ridership), high-traffic pedestrian areas (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) and pedestrian facilities, as detailed in the required response (200 words or less). A higher value will be placed on existing transit ridership and infrastructure connections present at the time of project construction over future transit ridership and planned infrastructure connections.</p>
	<p>B. Identify the pedestrian connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.</p>		<p>C. 50 Points (50 Percent of Points) The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response (200 words or less), will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.</p>
	<p>C. Describe the existing transit and pedestrian accommodations. Discuss any transit or pedestrian elements that are included as part of the project and how they improve the travel experience for users of these modes. Additionally, the applicant should address how the proposed bikeway project safely integrates all modes of transportation (i.e., bicyclists, transit, pedestrians, and vehicles). 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 into the project.</p>	<p>50 Points</p>	

Multiuse Trails and Bicycle Facilities – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (150 Points; 15 Percent of Points)	A. All applicants must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	150 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements, as identified in the Risk Assessment within the application.
Total Points	1,000 Points		

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Scoring Guidelines (DRAFT)

July 10, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Points)</p>	<p>A. Location of the project as it relates to Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as well as local activity centers (checked boxes and response):</p> <ul style="list-style-type: none"> • Direct connection into, adjacent to, or within a Job Concentration • Direct connection into, adjacent to, or within a Manufacturing/ Distribution Location • Direct connection into, adjacent to, or within an Educational Institution • Project provides a direct connection into, adjacent to, or within an existing local activity center identified in an adopted county or city plan 	<p>100 Points</p>	<p>A. The applicant will receive the points shown below based on the location of the project relative to ThriveMSP 2040 Job Concentrations, Manufacturing/ Distribution Locations, and Educational Institutions, as well as local activity centers. The applicant can only score 100, 50, or 0 points. If the project provides a connection to a local activity center, the applicant must describe the adopted county or city plan identifying this area to receive points.</p> <ul style="list-style-type: none"> • Job Concentrations: 100 Points (100 Percent of Points) • Manufacturing/Distribution Locations: 50 Points (50 Percent of Points) • Educational Institutions: 100 Points (100 Percent of Points) • Local activity center in an adopted county or city plan: 50 Points (50 Percent of Points) • None of the above: 0 Points (0 Percent of Points)

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Usage (200 Points; 20 Percent of Points)</p>	<p>A. Cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost (Metropolitan Council staff calculation):</p> <ul style="list-style-type: none"> • Cost Effectiveness = Total project cost/existing population within a half- mile of the project • Cost Effectiveness = Total project cost/existing employment within a half=mile of the project 	<p>200 Points</p>	<p>A. The applicant with the lowest project cost per person or job will receive the full points listed below. Remaining projects will receive a proportional share of the full points equal to the lowest project cost per person or job divided by the project cost per person or job for the application being scored.</p> <ul style="list-style-type: none"> • Total project cost/existing population: <i>100 Points (50 Percent of Points)</i> • Total project cost/existing employment: <i>100 Points (50 Percent of Points)</i> • Using the Metropolitan Council model, all traffic analysis zones that are included within or intersect the buffer area around the project will be included in the analysis. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity (100 Points; 10 Percent of Points)</p>	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> • Project located in Racially Concentrated Area of Poverty • Project located in Concentrated Area of Poverty • Project’s census tracts are above the regional average for population in poverty or population of color • Project is not located in one of above identified areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or other populations listed above 	<p>70 Points</p>	<p>A. 70 Points (70 Percent of Points) The applicant will fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer’s discretion. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> • Project located in Racially Concentrated Area of Poverty: 0 to 70 Points (0 to 100 Percent of Points) • Project located in Concentrated Area of Poverty: 0 to 56 Points (0 to 80 Percent of Points) • Project’s census tracts are above the regional average for population in poverty or population of color: 0 to 42 Points (0 to 60 Percent of Points) • Project is not located in one of above identified areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or other populations listed above: 0 to 28 Points (0 to 40 Percent of Points)

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Equity (Continued) (100 Points; 10 Percent of Points)</p>	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>	<p>30 Points</p>	<p>B. 30 Points (30 Percent of Points) The applicant with the highest 2014 Housing Performance Score (calculated from the Summer 2014 survey with the 2012 calculation methodology) will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.</p> <p>Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction.</p>
<p>Deficiencies and Safety (300 Points; 30 Percent of Points)</p>	<p>A. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian/bicycle network. (200 words or less). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided, including the presence or absence of pedestrian facilities, the number of lanes, average daily traffic, and the posted speed limit.</p>	<p>120 Points</p>	<p>A. 120 Points (40 Percent of Points) If the applicant is proposing to close a gap to improve continuity and/or connections, the applicant will receive full points if the response (200 words or less) and project map demonstrate the project’s ability to fully address the connection/gap.</p> <p>If the applicant is proposing to provide a facility to cross or circumvent a physical barrier (i.e., bridge or tunnel), the applicant removing the most critical barrier will receive the full points, as described through the discussion of the magnitude and type of barrier to be crossed; the distance to the nearest parallel crossing; the type of facility and its condition at this alternate crossing; and as demonstrated on the project map. Projects with an alternate crossing that has a safe bicycle/pedestrian facility within one mile should be considered a non-critical barrier and should be scored lower than barriers with a greater distance to a parallel crossing. Remaining projects will receive a share of the full points at the scorer’s discretion.</p>

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Deficiencies and Safety (Continued) (300 Points; 30 Percent of Points)</p>	<p>B. Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility.</p>	<p>180 Points</p>	<p>B. 180 Points (60 Percent of Points) The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response (200 words or less). Improvements supported by crash reduction factors should be scored highest.</p> <ul style="list-style-type: none"> • Applicant provides actual bicycle, pedestrian, and vehicle crash data to demonstrate the magnitude of the existing safety problem. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency: 120 to 180 Points (67 to 100 Percent of Points) • Applicant demonstrates the project’s ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/ped, bike/vehicle, ped/vehicle, and vehicle/vehicle) or safety improvements that address these modal conflicts: 60 to 120 Points (34 to 67 Percent of Points) • Demonstrates the project’s ability to correct deficiencies: 30 to 60 Points (17 to 34 Percent of Points)

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Multimodal Facilities and Connections (150 Points; 15 Percent of Points)	<p>A. List the transit route numbers directly and indirectly connected to the project. Metropolitan Council staff will calculate annual transit ridership.</p> <ul style="list-style-type: none"> Existing routes directly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project Existing routes indirectly connected to the project Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project 	<p>50 Points</p>	<p>A & B. 50 Points (50 Percent of Points) The applicant should provide a response to measures A and B. The project with the most extensive connections to other modes will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.</p> <p>The scorer will weigh the project’s connections to transit (as measured through annual transit ridership) and bikeways. A higher value will be placed on existing transit ridership and infrastructure connections present at the time of project construction over future transit ridership and planned infrastructure connections.</p>
	<p>B. Identify the bikeway connections to the project, describe these existing facilities. Applicants should also discuss any bikeway connections that will be constructed before the completion of the proposed project, or planned future connections. If the bikeway connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.</p>		
	<p>C. Discuss any transit or bicycle elements that are included as part of the project and how they improve the travel experience for users of these modes. Also, describe the existing transit and bicycle accommodations. Furthermore, the applicant should address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). 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 into the project.</p>	<p>50 Points</p>	<p>C. 50 Points (50 Percent of Points) The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response (200 words or less), will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.</p>

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Risk Assessment (150 Points; 15 Percent of Points)	A. All applicants must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	150 Points	A. The applicant will receive up to the full points based on the eight Risk Assessment elements, as identified in the Risk Assessment within the application.
Total Points	1,000 Points		

Safe Routes to School – Scoring Guidelines (DRAFT)

July 10, 2014

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Relationship between Safe Routes to School Program Elements (250 Points; 25 Percent of Points)	A. Describe how the 5 Es are integrated into the SRTS program associated with the project. The response should include examples, collaborations or partnerships, and planned activities to further illustrate the incorporation of the 5Es into the SRTS program associated with the project.	250 Points	A. The applicant will receive the full points based on the program’s ability to demonstrate the incorporation of each of the 5Es through activities completed or to be implemented in the near-term (within five years). Applicants will receive up to the full points for each element at the scorer’s discretion. <ul style="list-style-type: none"> • Engineering: 50 Points (20 Percent of Points) • Education: 50 Points (20 Percent of Points) • Enforcement: 50 Points (20 Percent of Points) • Encouragement: 50 Points (20 Percent of Points) • Evaluation: 50 Points (20 Percent of Points)
Usage (150 Points; 15 Percent of Points)	A. Average share of student population that currently bikes or walks to school, as identified on the Safe Routes to School student travel tally worksheet. Applicants should also attach copies of all original travel tally documentation.	90 Points	A. 90 Points (60 Percent of Points) The applicant with the highest average share of student population that current bikes or walks to school will receive the full points. Remaining projects will receive a proportional share of the full points.
	B. Student population within a half-mile of the elementary school or one mile of the middle school or high school.	60 Points	B. 60 Points (40 Percent of Points) The applicant with the highest student population within a half-mile of the elementary school or one mile of the middle school or high school will receive the full points. Remaining projects will receive a proportional share of the full points.

Safe Routes to School – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Equity (150 Points; 15 Percent of Points)	<p>A. Identify the project’s location from the list below and describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; students; and people with disabilities. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (checked boxes and response).</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty Project located in Concentrated Area of Poverty Project’s census tracts are above the regional average for population in poverty or population of color Project is not located in one of above identified areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or other populations listed above 	<p>105 Points</p>	<p>A. 105 Points (70 Percent of Points) The applicant will fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer’s discretion. Note: Metropolitan Council staff will score this measure.</p> <ul style="list-style-type: none"> Project located in Racially Concentrated Area of Poverty: 0 to 105 Points (0 to 100 Percent of Points) Project located in Concentrated Area of Poverty: 0 to 84 Points (0 to 80 Percent of Points) Project’s census tracts are above the regional average for population in poverty or population of color: 0 to 63 Points (0 to 60 Percent of Points) Project is not located in one of above identified areas listed in 1-3; however, people of color or low-income populations are included in the project area in lower concentrations, or other populations: 0 to 42 Points (0 to 40 Percent of Points)
	<p>B. Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development.</p>		<p>45 Points</p>

Safe Routes to School – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Deficiencies and Safety (250 Points; 25 Percent of Points)</p>	<p>A. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connect system segments in the pedestrian/bicycle network serving a K-12 school. (200 words or less). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. Distance to and condition of the nearest parallel crossing of the barrier should also be provided, including the presence or absence of bicycle and pedestrian facilities, the number of lanes, average daily traffic, and the posted speed limit.</p>	<p>100 Points</p>	<p>A. 100 Points (40 Percent of Points) If the applicant is proposing to close a system gap to improve continuity and/or connections to the project school, the applicant will receive full points if the response (200 words or less) and project map demonstrate the project’s ability to fully address the connection/gap.</p> <p>If the applicant is proposing to provide a facility to cross or circumvent a physical barrier (i.e., bridge or tunnel), the applicant removing the most critical barrier will receive the full points, as described through the discussion of the magnitude and type of barrier to be crossed; the distance to the nearest parallel crossing; the type of facility and its condition at this alternate crossing; and as demonstrated on the project map. Projects with an alternate crossing that has a safe bicycle/pedestrian facility within one mile should be considered a non-critical barrier and should be scored lower than barriers with a greater distance to a parallel crossing. Remaining projects will receive a share of the full points at the scorer’s discretion.</p>

Safe Routes to School – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Deficiencies and Safety (Continued) (250 Points; 25 Percent of Points)</p>	<p>B. Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility or within the project site.</p>	<p>150 Points</p>	<p>B. 150 Points (60 Percent of Points) The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response (200 words or less). Improvements which are supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement should be scored highest. The project with the most extensive improvements will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer’s discretion.</p> <ul style="list-style-type: none"> • Applicant provides actual bicycle, pedestrian, and vehicle crash data to demonstrate the magnitude of the existing safety problem. Applicant also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency, supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement: 100 to 150 Points (67 to 100 Percent of Points) • Applicant demonstrates the project’s ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/ped, bike/car, ped/car, and vehicle/vehicle) or safety improvements that address these modal conflicts: 50 to 100 Points (34 to 67 Percent of Points) • Demonstrates the project’s ability to correct deficiencies: 25 to 50 Points (17 to 34 Percent of Points)

Safe Routes to School – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
<p>Multimodal Facilities (Transit) and Connections (50 Points; 5 Percent of Points)</p>	<p>A. List the transit route numbers directly and indirectly connected to the project. Indirect connections must be within a half mile of elementary schools and one mile of middle or high schools. Metropolitan Council staff will calculate annual transit ridership. If applicable, applicants must also provide student public transit ridership and public transit policy information to be used for MnDOT SRTS information purposes only.</p> <ul style="list-style-type: none"> • Existing routes directly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project • Existing routes indirectly connected to the project • Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected to the project 	<p>50 Points</p>	<p>A. The applicant with route connections having the highest annual transit ridership will receive the full points shown below. Remaining projects will receive a proportional share of the full points. If provided, student public transit ridership and public transit policy information will be used for MnDOT SRTS information purposes only and should not impact scoring.</p> <ul style="list-style-type: none"> • Existing routes directly connected to the project: 15 Points (30 Percent of Points) • Planned transitways directly connected to the project: 15 Points (30 Percent of Points) • Existing routes indirectly connected to the project: 10 Points (20 Percent of Points) • Planned transitways indirectly connected to the project: 10 Points (20 Percent of Points)
<p>Public Engagement/ Risk Assessment (150 Points; 15 Percent of Points)</p>	<p>A. Describe the public engagement process that will be used to include partners and stakeholders (e.g., schools parents, law enforcement, road authorities, and other impacted community members) and build consensus during the development of the proposed project. The number and types of meetings to be held, notices or other notification distributed, stakeholder contacts, adoption of the SRTS plan by the community and school district, and any additional descriptive information should be included in the discussion of the engagement process. If collected, copies of all parent survey results must also be attached to the application.</p>	<p>50 Points</p>	<p>A. 50 Points (34 Percent of Points) The applicant will be scored on the comprehensiveness and quality of the planned public engagement activities. Additionally, applicants with a project selected through a public engagement process should score higher than projects without this engagement step. Community support, as displayed through parent surveys, stakeholder contacts, and/or adoption of the SRTS plan by the community and school district, should also be considered in the scoring. Note: parent surveys are attached for MnDOT informational purposes only.</p> <p>The project with the most extensive near-term engagement process (current year through project construction year), including any completed engagement activities for the proposed project, will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.</p>

Safe Routes to School – Scoring Guidelines (DRAFT)

Prioritizing Criteria	Measures	Maximum Points	Scoring Instructions
Public Engagement/ Risk Assessment (Continued) (150 Points; 15 Percent of Points)	B. All applicants must complete the Risk Assessment Checklist. The Risk Assessment Checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).	100 Points	B. 100 Points (64 Percent of Points) The applicant will receive up to the full points based on the eight Risk Assessment elements, as identified within the application.
Total Points	1,000 Points		

Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

September 26, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; deficiencies and safety; multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored relatively equal across the modal sub-categories while also addressing the particular attributes of the project type. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (200 Points; 20 Percent of Total Points) - This criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy through its inclusion within or direct connection to the [Regional Bicycle Transportation Network \(RBTN\)](#), which is based on the Twin Cities Regional Bicycle System Study (2014).

- A. **MEASURE:** Reference the “RBTN Evaluation and Major Barriers” map generated at the beginning of the application process. Identify the location of the project relative to the RBTN, as depicted on the “Bicycle Transportation” map. If the project is not on or does not provide a direct connection to the RBTN, but is located on a local system within an adopted county or city plan, indicate this on the “Connection to Local Planning” section within the “Project Information” form.

Upload the “RBTN Evaluation and Major Barriers” map used for this measure.

RESPONSE (Select one, based on the “RBTN Evaluation and Major Barriers” map):

- Tier 1, Priority RBTN Corridor: (200 Points)
- Tier 2, RBTN Corridor: (160 Points)
- Direct connection to the RBTN (Tier 1 or Tier 2): (120 Points)

OR

- Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan: (20 Points)

2. Usage (200 Points; 20 Percent of Total Points) - This criterion quantifies the project’s potential impact to existing population and employment. Metropolitan Council staff will calculate the cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost from previous sections.

- A. ***MEASURE:*** Reference the “Population Summary” map generated at the beginning of the application process. Report the existing population and employment within one mile, as depicted on the “Population Summary” map. Metropolitan Council staff will calculate the cost effectiveness of the project using the input population data and the total project cost reported in the General Information and Construction Cost Estimate forms.

Upload the “Population Summary” map used for this measure.

- Cost Effectiveness = Total project cost/existing population within one mile of the project (100 Points)
- Cost Effectiveness = Total project cost/existing employment within one mile of the project (100 Points)

Note: Future population and employment data are not considered under this measure due to the lack of reliable data.

RESPONSE (Data from the “Population Summary” map):

- Existing Population within 1 Mile: _____
- Existing Employment within 1 Mile: _____

3. Equity and Housing Performance (120 Points; 12 Percent of Total Points) – This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Housing Equity” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points)

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

RESPONSE (Select one, based on the “Socio-Econ” map):

- Project located in Racially Concentrated Area of Poverty: (0 to 50 Points)
- Project located in Concentrated Area of Poverty: (0 to 40 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (0 to 31 Points)
- Project located in 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: (0 to 19 Points)

RESPONSE (200 words or less):

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result. (70 Points)

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Length of Segment within City/Township:

4. Deficiencies and Safety (250 Points; 25 Percent of Total Points) – This criterion addresses the project’s ability to overcome barriers or system gaps through completion of a [Critical Bicycle Transportation Link](#), as defined in the Twin Cities Regional Bicycle System Study (2014). **Critical Bicycle Transportation Links** encompass several types of barriers that can disrupt the connectivity of the bicycle network and isolate communities and key destinations. Projects will also be scored on their ability to correct deficiencies and improve the overall safety of an existing or future multiuse trail or bicycle facility.

Note: Routine maintenance activities on a multiuse trail or bicycle facility are not eligible for funding. As defined by the FHWA, examples of routine maintenance activities include shrub and brush removal or minor drainage improvements. In order to be eligible for funding, reconstruction projects must be replacing a facility at the end of its useful life or include improvements to the facility (e.g., ADA, safety, other deficiencies). Resurfacing of a facility is eligible only if other improvements to the facility are also included in the proposed project.

- A. ***MEASURE:*** Select the type of Critical Bicycle Transportation Link(s) completed by the project and discuss how the project will close a gap, cross or circumvent a physical barrier (i.e., bridge or tunnel), and/or improve continuity or connections between jurisdictions. The applicant should include a description of barriers and gap improvements for the project map. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed limit, etc.) and how the proposed project will improve travel across or around that barrier. The description should include the distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

RESPONSE (Check all that apply):

- **Closes a gap** (on or off the RBTN), including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists): (45 Points)
- **Provides a facility that crosses or circumvents a physical barrier** (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway: (45 Points)
- **Improves continuity and/or connections between jurisdictions** (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): (10 Points)

RESPONSE (200 words or less):

- B. MEASURE: Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for 2009-2013. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. (150 Points)

RESPONSE (200 words or less):

5. Multimodal Facilities and Connections (100 Points; 10 Percent of Total 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.

Multimodal Connections (50 Points)

Transit Connections

- A. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project and indirectly connected (within a one-mile radius of the project) to help determine the annual transit ridership of these connecting routes, as depicted on the “Transit Connectivity” map. Potential connections include transitway stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route.

Upload the “Transit Connectivity” 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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing routes directly connected to the project: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: _____
- Existing routes indirectly connected within one mile of the project: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected within one mile of the project: _____

Pedestrian Connections

- B. **MEASURE:** Identify the pedestrian connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing high pedestrian-traffic area (e.g., commercial, mixed-use, or entertainment nodes/districts; town or village centers) identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

- C. MEASURE: Discuss any transit or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing transit and pedestrian accommodations. Furthermore, address how the proposed bikeway project safely integrates all modes of transportation (i.e., bicyclists, transit, pedestrians, and vehicles). 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.

RESPONSE (200 words or less):

6. Risk Assessment (130 Points; 13 Percent of Total 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.

- 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):

TOTAL: 1,000 POINTS

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Prioritizing Criteria and Measures

September 26, 2014

Each qualified project will be scored under common category criteria within its modal sub-category. The common criteria include: role in the regional transportation system and economy; usage; equity; deficiencies and safety; multimodal facilities and connections; and risk assessment. The use of these common criteria will allow projects to be scored relatively equal across the modal sub-categories while also addressing the particular attributes of the project type. Please answer the following questions:

1. Role in the Regional Transportation System and Economy (100 Points; 10 Percent of Total Points) - This criterion measures the regional significance of the project, including the project's connections to or within Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions, as defined in ThriveMSP 2040, as well as existing local activity centers.

- A. **MEASURE:** Reference the “Regional Economy” map generated at the beginning of the application process. Identify the project's connections to the Job Concentrations, Manufacturing/ Distribution Locations and Educational Institutions as defined in ThriveMSP 2040, and depicted in the “Regional Economy” map. If the project does not provide a connection to a Job Concentration, Manufacturing/Distribution Location, or Educational Institution, but provides a connection to a local activity center, reference the adopted county or city plan identifying this area.

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

RESPONSE (Select all that apply, based on the “Regional Economy” map):

- Direct connection into, on an adjacent street, or within a Job Concentration: (100 Points)
- Direct connection into, on an adjacent street, or within a Manufacturing/Distribution Location: (50 Points)
- Direct connection into, on an adjacent street, or within an Educational Institution: (100 Points)
- Project provides a direct connection into, on an adjacent street, or within an existing local activity center identified in an adopted county or city plan: (50 Points)

RESPONSE (City or county plan reference; 100 words or less):

2. Usage (200 Points; 20 Percent of Total Points) - This criterion quantifies the project’s potential impact to existing population employment. Metropolitan Council staff will calculate the cost effectiveness of the project using the Metropolitan Council model, the project location, and total project cost from previous sections.

- A. ***MEASURE:*** Reference the “Population Summary” map generated at the beginning of the application process. Report the existing population and employment within one mile, as depicted on the “Population Summary” map. Metropolitan Council staff will calculate the cost effectiveness of the project using the input population data and the total project cost reported in the General Information and Construction Cost Estimate forms.

Upload the “Population Summary” map used for this measure.

- Cost Effectiveness = Total project cost/existing population within a half-mile of the proposed pedestrian facility (100 Points)
- Cost Effectiveness = Total project cost/existing employment within a half-mile of the proposed pedestrian facility (100 Points)

Note: Future population and employment data are not considered under this measure due to the lack of reliable data.

RESPONSE (Data from the “Population Summary” map):

- Existing Population within 1 Mile: _____
- Existing Employment within 1 Mile: _____

3. Equity and Housing Performance (120 Points; 12 Percent of Total Points) – This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Housing Equity” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points)

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

RESPONSE (Select one, based on the “Socio-Econ” map):

- Project located in Racially Concentrated Area of Poverty: (0 to 50 Points)
- Project located in Concentrated Area of Poverty: (0 to 40 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (0 to 31 Points)
- Project located in 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: (0 to 19 Points)

RESPONSE (200 words or less):

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result. (70 Points)

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Length of Segment within City/Township:

4. Deficiencies and Safety (300 Points; 30 Percent of Total Points) – This criterion addresses the project’s ability to improve the overall safety of an existing or future pedestrian facility. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

Note: Routine maintenance activities on a multiuse trail or bicycle facility are not eligible for funding. As defined by the FHWA, examples of routine maintenance activities include shrub and brush removal or minor drainage improvements. In order to be eligible for funding, reconstruction projects must be replacing a facility at the end of its useful life or include improvements to the facility (e.g., ADA, safety, other deficiencies). Resurfacing of a facility is eligible only if other improvements to the facility are also included in the proposed project.

- A. MEASURE: Reference the “RBTN Evaluation and Major Barriers” map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian network. The applicant should include a description of barriers and gap improvements for the project map. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (120 Points)

RESPONSE (200 words or less):

- B. MEASURE: Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for 2009-2013. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. (180 Points)

RESPONSE (200 words or less):

5. Multimodal Facilities and Connections (150 Points; 15 Percent of Total 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.

Multimodal Connections (50 Points)

Transit Connections

- A. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project and indirectly connected (within a one-mile radius of the project) to help determine the annual transit ridership of these connecting routes, as depicted on the “Transit Connectivity” map. Potential connections include transitway stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route.

Upload the “Transit Connectivity” 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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing routes directly connected to the project: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: _____
- Existing routes indirectly connected within a half-mile of the project: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected within a half-mile of the project: _____

RESPONSE (200 words or less):

Bicycle Connections

- B. **MEASURE:** Identify the bikeway connections to the project and describe these existing facilities. As part of the required response, discuss how the project provides a direct connection to an existing bikeway identified in an adopted county or city plan or study. Applicants should also discuss any bikeway connections that will be constructed before the completion of the proposed project, or planned future connections. If the bikeway connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

RESPONSE (200 words or less):

Multimodal Facilities (50 Points)

- C. MEASURE: Discuss any transit or bicycle elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing transit and bicycle accommodations. Furthermore, address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why mode may not be incorporated into the project.

RESPONSE (200 words or less):

6. Risk Assessment (130 Points; 13 Percent of Total 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.

PROJECT SCORING: Projects selected through this solicitation will be programmed for construction in 2017/2018/2019. The region must manage the federal funds in each year of the TIP. Projects are expected to be authorized in their program year in accordance with TAB's Regional Program Year Policy. Projects that do not have many risks and have already completed some of the work are more likely to be ready for funding authorization in the program year.

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):

TOTAL: 1,000 POINTS

Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

September 26, 2014

1. Relationship between Safe Routes to School Program Elements (250 Points; 25 Percent of Total Points)

- This criterion assesses the program's ability to integrate the Safe Routes to School Program Elements: Engineering, Education, Enforcement, Encouragement, and Evaluation. MnDOT Safe Routes to School guidance defines these elements as follows:

- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways.
- **Education** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- **Enforcement** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of the schools (this includes enforcement of speeds, yielding to pedestrians, and proper walking and bicycling behaviors) and initiating community enforcements such as a crossing guard program.
- **Encouragement** - Using events and activities to promote walking and bicycling.
- **Evaluation** - Monitoring and documenting outcomes and trends through the collection of data before and after the project(s).

- A. MEASURE: Describe how the SRTS program associated with the project addresses or integrates the 5 Es. The response should include examples, collaborations or partnerships, and planned activities in the near-term (within five years) to further illustrate the incorporation of the 5Es into the SRTS program associated with the project.

RESPONSE (400 words or less):

2. Usage (200 Points; 20 Percent of Total Points) - This criterion quantifies the project's potential impact to existing population.

- A. MEASURE: Average percent of student population that currently bikes or walks to school, as identified on the Safe Routes to School student travel tally worksheet. As part of the required attachments, applicants should attach copies of all original travel tally documentation. (120 Points)

RESPONSE:

- Average percent of student population: _____

- B. MEASURE: Student population within a half-mile of the elementary school or one mile of the middle school or high school served by the project. (80 Points)

RESPONSE:

- Student population within a half-mile or mile of the school: _____

3. Equity and Housing Performance (120 Points; 12 Percent of Total Points) – This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, and people with disabilities. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. MEASURE: Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the “Housing Equity” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; students, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (50 Points)

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

RESPONSE (Select one, based on the “Socio-Econ” map):

- Project located in Racially Concentrated Area of Poverty: (0 to 50 Points)
- Project located in Concentrated Area of Poverty: (0 to 40 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color: (0 to 31 Points)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes students, people with disabilities, or the elderly: (0 to 19 Points)

RESPONSE (200 words or less):

- B. MEASURE: Metropolitan Council staff will award points to the project based on the 2014 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. 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 sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result. (70 Points)

RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):

- City/Township: _____
- Length of Segment within City/Township:

4. Deficiencies and Safety (250 Points; 25 Percent of Total Points) - This criterion addresses the project's ability to improve the overall safety of the proposed project area. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

- A. MEASURE: Reference the "RBTN Evaluation and Major Barriers" map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian/bicycle network serving a K-12 school. The applicant should include a description of barriers and gap improvements for the project in context with the existing bicycle or pedestrian network serving the school(s). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle and pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

RESPONSE (200 words or less):

- B. MEASURE: Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility or within the project site. Address how these improvements will make bicycling and walking to the school a safer and appealing transportation alternative. Include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for 2009-2013. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. Qualitative data from parent surveys, other internal survey data, or stakeholder engagement supporting the safety/security improvements or deficiencies should also be addressed. (150 Points)

RESPONSE (200 words or less):

5. Multimodal Facilities (Transit) and Connections (50 Points; 5 Percent of Total Points) - This criterion measures how the project provides strong connections to fixed-route transit stops and stations.

- A. **MEASURE:** Reference the “Transit Connectivity” map generated at the beginning of the application process. List the transit routes directly connected to the project and indirectly connected to help determine the annual transit ridership of these connecting routes, as depicted on the “Transit Connectivity” map. Indirectly connected transit stops or stations must be served by an existing bicycle or pedestrian facility and cannot be located further than a half-mile from an elementary school, or one mile from a middle or high school served by the project. Additionally, applicants should provide the average number of students currently using public transit to travel to school, as well as information regarding the school’s public transit policy in the response, if applicable.

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

Potential connections include transitway stations (existing transitways or planned transitways with a mode and alignment determined in the 2030 TPP), high-frequency express and local stations/stops, and other non-high-frequency fixed-route stations/stops. Metropolitan Council staff will provide annual ridership for each connecting route.

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 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the Transportation Policy Plan.

RESPONSE (Data from the “Transit Connectivity” map):

- Existing routes directly connected to the project: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) directly connected to the project: _____
- Existing routes indirectly connected within a half-mile of the elementary school or one mile of a middle/high school: _____
- Planned transitways (alignment and mode determined and identified in the 2030 TPP) indirectly connected within a half-mile of the elementary school or one mile of a middle/high school: _____

RESPONSE (200 words or less):

6. Public Engagement/Risk Assessment (130 Points; 13 Percent of Total 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.

- A. MEASURE: Describe the public engagement process that will be used to include partners and stakeholders (e.g., schools parents, law enforcement, road authorities, and other impacted community members) and build consensus during the development of the proposed project. The number and types of meetings to be held, notices or other notification distributed, stakeholder contacts, adoption of the SRTS plan by the community and school district, and any additional descriptive information should be included in the discussion of the engagement process. As part of the required attachments, copies of all parent survey results must also be attached to the application. The applicant should note if parent surveys were not collected as part of the SRTS planning process. (45 Points)

RESPONSE (200 words or less):

- B. 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.). (85 Points)

RESPONSE (Complete Risk Assessment):

TOTAL: 1,000 POINTS