



# **SURFACE TRANSPORTATION BLOCK GRANT PROGRAM**

## **Project Score Sheet Rubric**

### ***About this rubric***

This rubric is designed to complement the Central Minnesota Area Transportation Partnership (ATP-3)'s Surface Transportation Block Grant Program (STBGP) guidebook and application guidance. This rubric is designed to assist agencies and jurisdictions within the Saint Cloud Area Planning Organization's (APO's) planning area in completing the STBGP solicitation for ATP-3 STBGP dollars allocated to the APO's planning area.

### ***Application requirements***

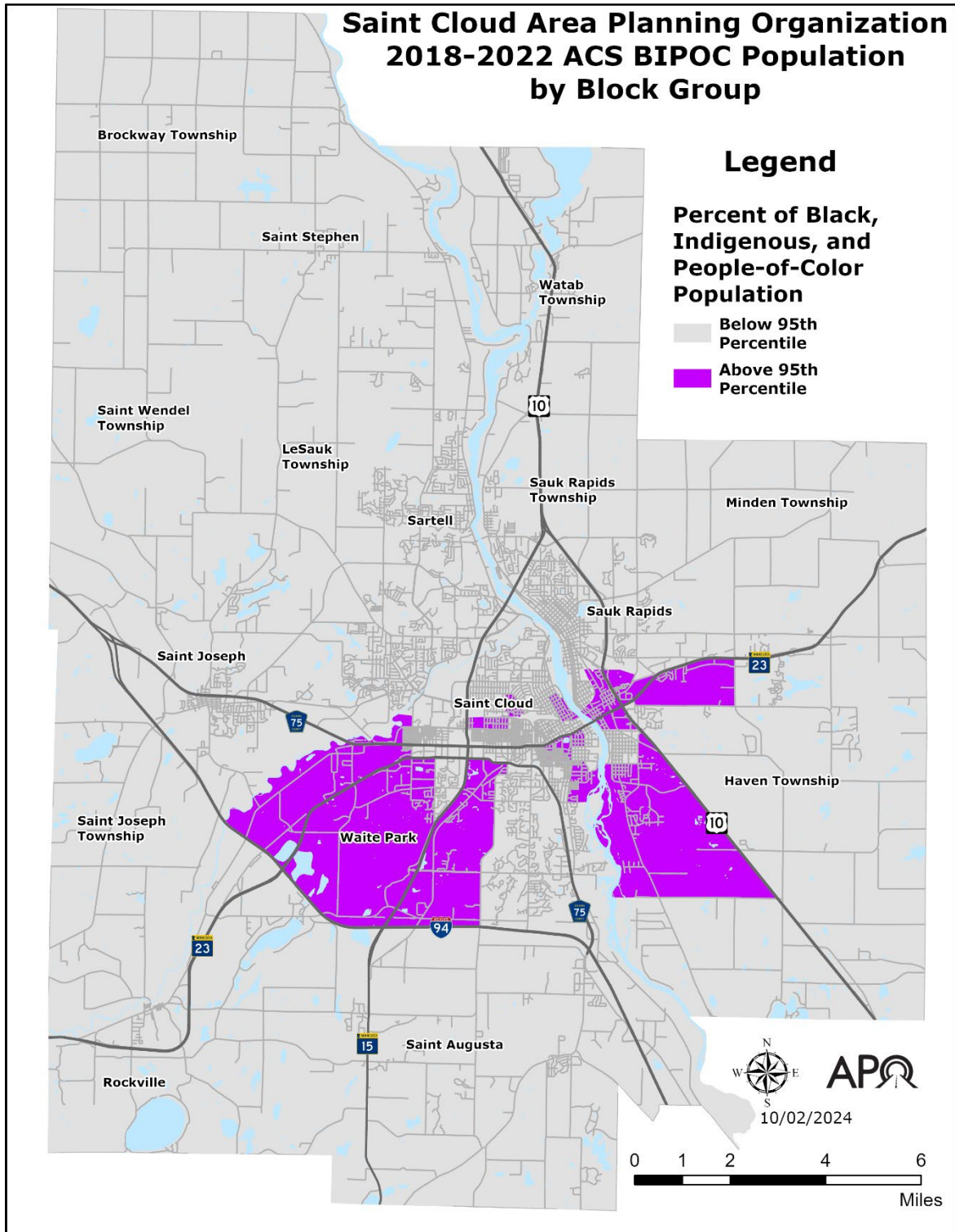
All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body **PRIOR** to the submittal of the application to the APO. This resolution, if the project is selected for funding, will serve as the required resolution for ATP-3. Any application submitted without a resolution will not be eligible for scoring.

### ***Project Qualifications***

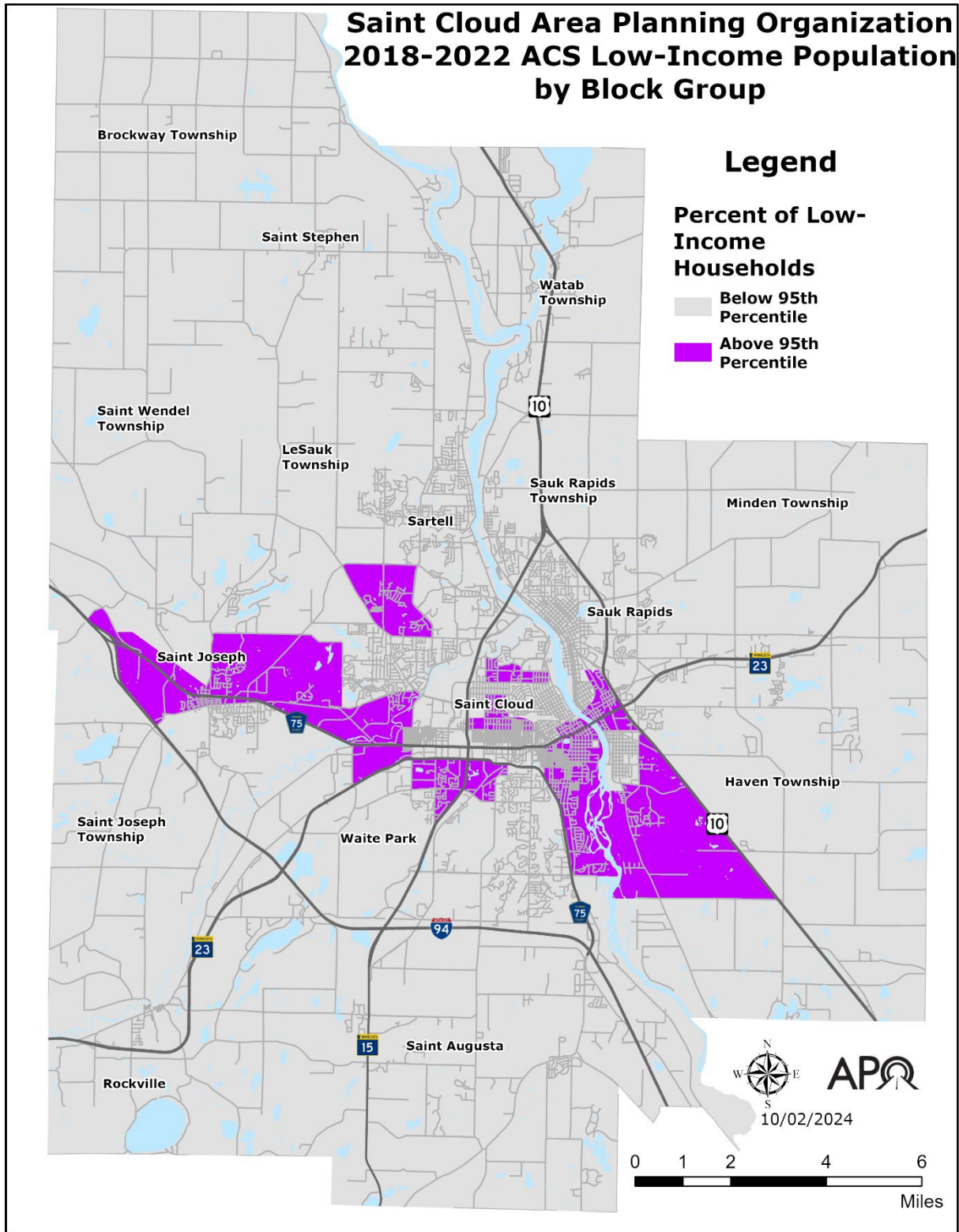
#### ***A. Access and Mobility***

Explain how your project increases the accessibility and mobility options for people and freight. **(25 points total)**

- Criteria to consider
  - Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice (EJ) requirements.
  - Project improves travel time reliability and/or level of service (LOS).
- Evaluation criteria
  - ADA/Title VI/EJ
    - Project includes ADA compliant infrastructure such as curb ramps, pedestrian intersection crossing infrastructure.
    - Project improves (or facilitates the possible incorporation of) access to transit stops.
    - RECONSTRUCTION PROJECTS ONLY: Project occurs within an EJ area (areas with large minority and/or low-income populations).
    - EXPANSION PROJECTS ONLY: Project details mitigation efforts to lessen/minimize impact on EJ populations (areas with large minority and/or low-income populations).



Data source: U.S. Census Bureau, 2018-2022 American Community Survey Five-Year Estimates.



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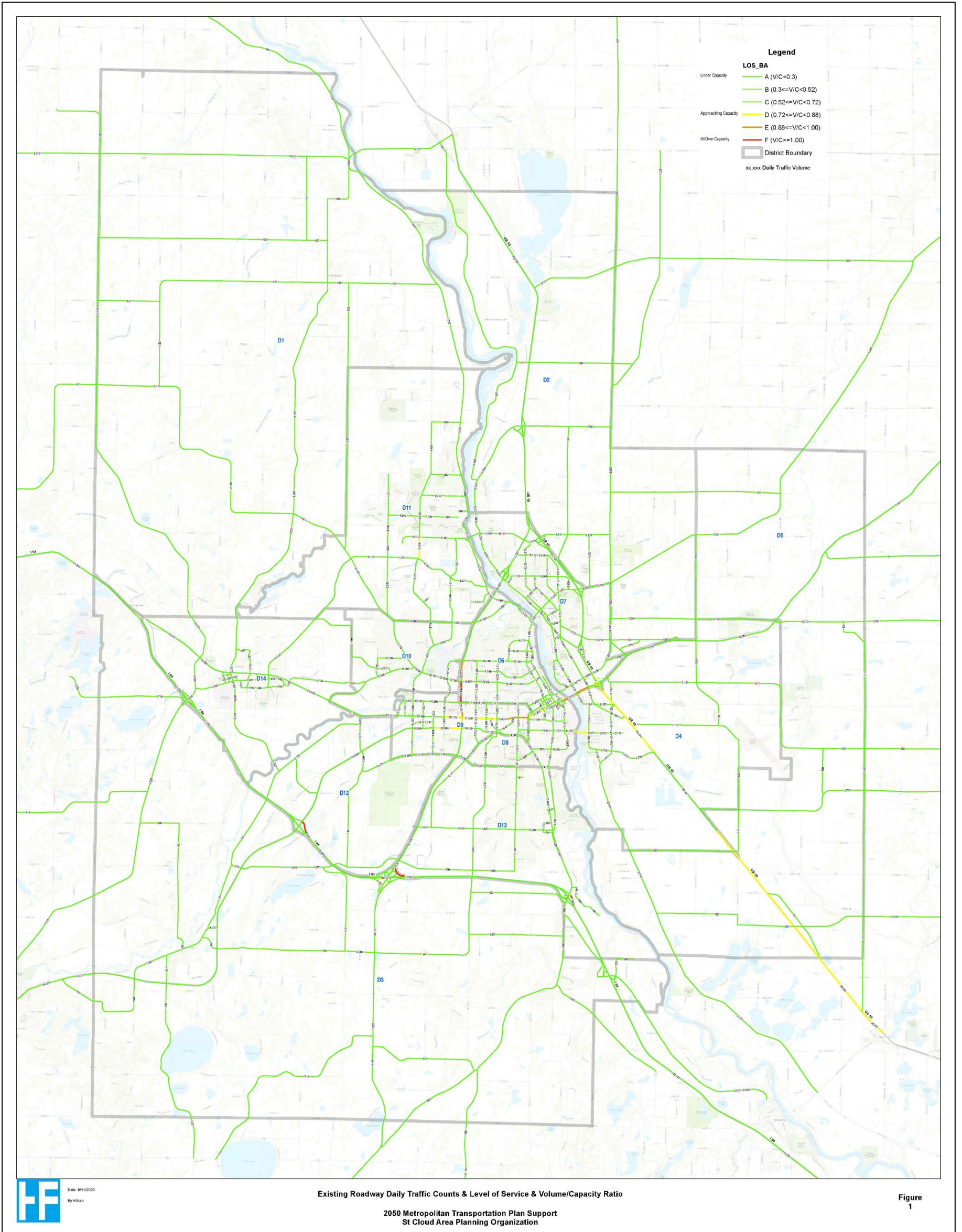


- Travel time reliability/LOS
  - Project improves the volume-to-capacity ratio of current roadway and/or roadways within close proximity (for expansion projects).
    - V/C ratio is:
      - >1.00.
      - 0.85 to 0.99.
      - <0.84.

Facility Type	# of Lanes	B	C	D	E (Capacity)
<b>Interstate Freeways &amp; Expressways (Urban)</b>	6	63,500	87,500	106,600	121,000
	4	42,300	58,300	71,100	80,700
<b>Interstate Freeway &amp; Expressways (Developing)</b>	6	62,100	85,600	104,300	118,400
	4	41,400	57,000	69,500	78,900
<b>Interstate Freeway &amp; Expressways (Rural)</b>	6	52,800	72,800	88,700	100,700
	4	35,200	48,500	59,100	67,100
<b>Divided Arterials (Urban/Developing)</b>	6	28,300	39,000	47,600	54,000
	4	18,800	25,900	31,500	35,800
	2	9,400	13,000	15,900	18,000
<b>Divided Arterials (Rural)</b>	6	25,500	35,100	42,800	48,600
	4	17,000	23,400	28,500	32,400
	2	8,500	11,700	14,300	16,200
<b>Un-Divided Arterials (Urban/Developing)</b>	4	17,900	24,700	30,100	34,200
	2	9,000	12,400	15,100	17,100
<b>Un-Divided Arterials (Rural)</b>	4	16,200	22,300	27,100	30,800
	2	8,100	11,100	13,600	15,400
<b>Divided Collectors/Local Streets (Urban/Developing)</b>	4	14,700	20,200	24,700	28,000
	2	7,200	10,000	12,200	13,800
<b>Divided Collectors/Local Streets (Rural)</b>	4	13,400	18,400	22,500	25,500
	2	6,700	9,200	11,200	12,700
<b>Un-Divided Collectors/Local Streets (Urban/Developing)</b>	4	13,800	19,000	23,200	26,300
	2	7,000	9,600	11,700	13,300
<b>Un-Divided Collectors/Local Streets (Rural)</b>	4	12,700	17,600	21,400	24,300
	2	6,400	8,800	10,700	12,200
<b>V/C Ratio</b>		<b>0.52</b>	<b>0.72</b>	<b>0.88</b>	<b>1.00</b>

Note: Estimated based on freeway daily capacity in Exhibit 12-40 in HCM 6<sup>th</sup> Edition and hourly capacity in the Saint Cloud APO model. Data courtesy of HFTE Inc./KLJ





Data courtesy of HFTE Inc./KLJ



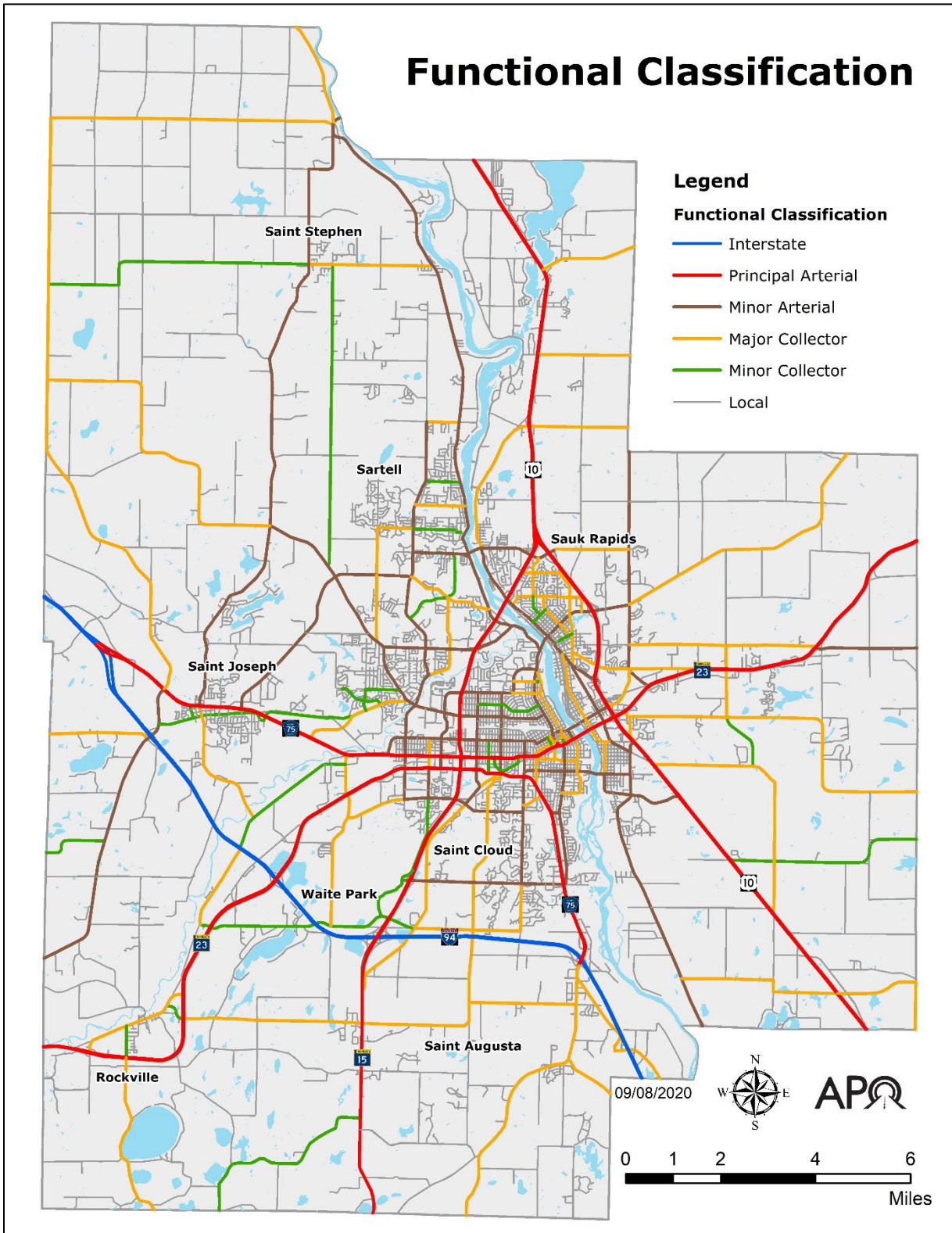
### *B. System Connectivity*

Explain how your project enhances the integration and connectivity of the transportation system for people and freight. **(25 points total)**

- Criteria to consider
  - Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.
  - Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).
- Evaluation criteria
  - Project occurs on or constructs a new roadway with the following functional classification:
    - Interstate 94.
    - NHS system (MN 23, MN 15, US 10, CSAH 75).
    - Principal or minor arterial.
    - Principal or minor collector.
    - More information can be found:  
<http://mndot.maps.arcgis.com/apps/View/index.html?appid=d64dc550380547b1a93e1071d0eaf8e0>
  - Furthers or completes connections (fills a gap).
    - Project is interjurisdictional.
    - Project completes a connection.



# Functional Classification



Data source: MnDOT Functional Classifications, 2019. <https://bit.ly/3mkjONP>

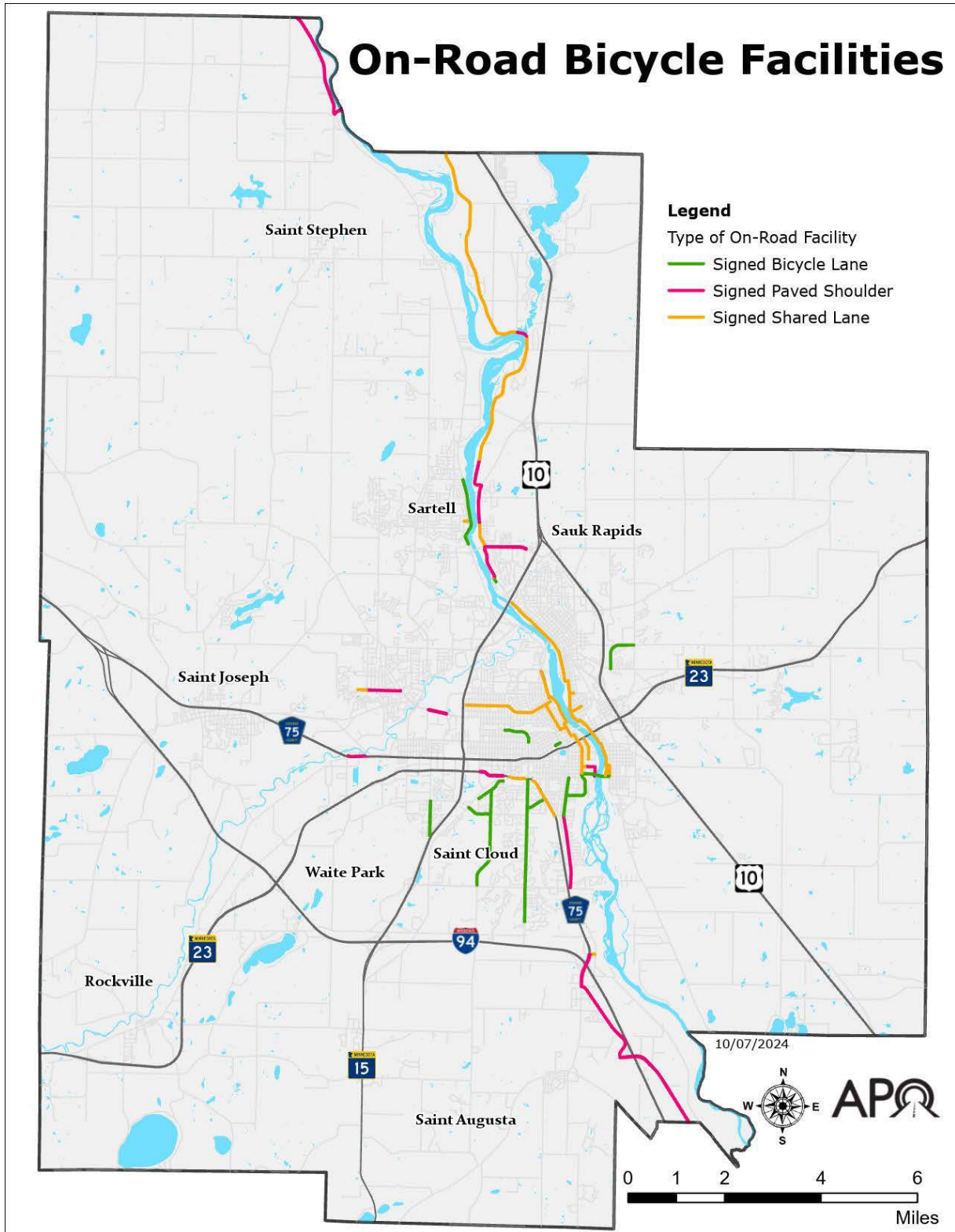


### *C. Multimodal*

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. **(20 points total)**

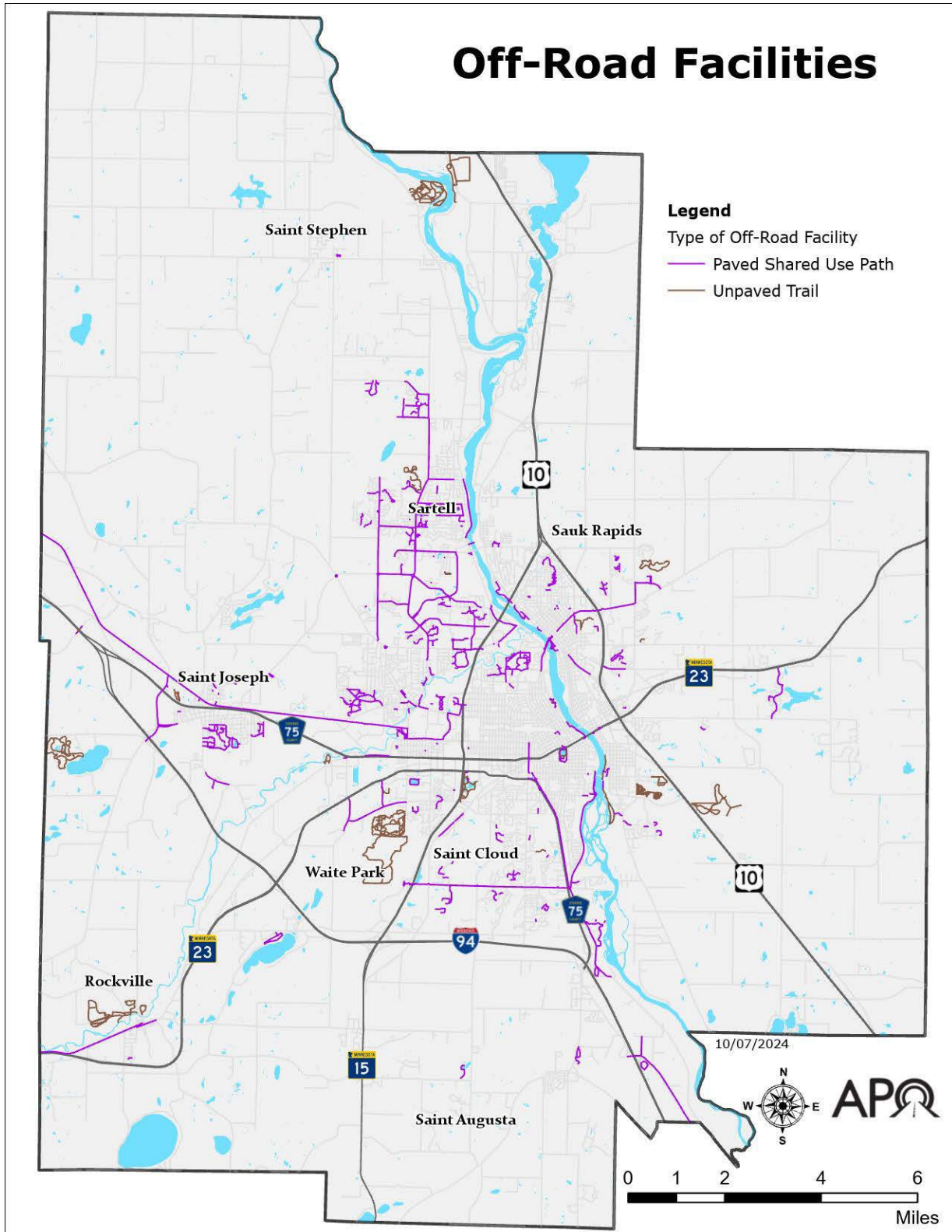
- Criterion to consider
  - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
  - Project contains the following:
    - Multi-use paths.
    - On-road bicycle lanes.
    - Sidewalks.
    - Connections within and/or between jurisdictions (5 points).
    - Connections to major trip generators (examples include schools, businesses, places of employment, etc.)



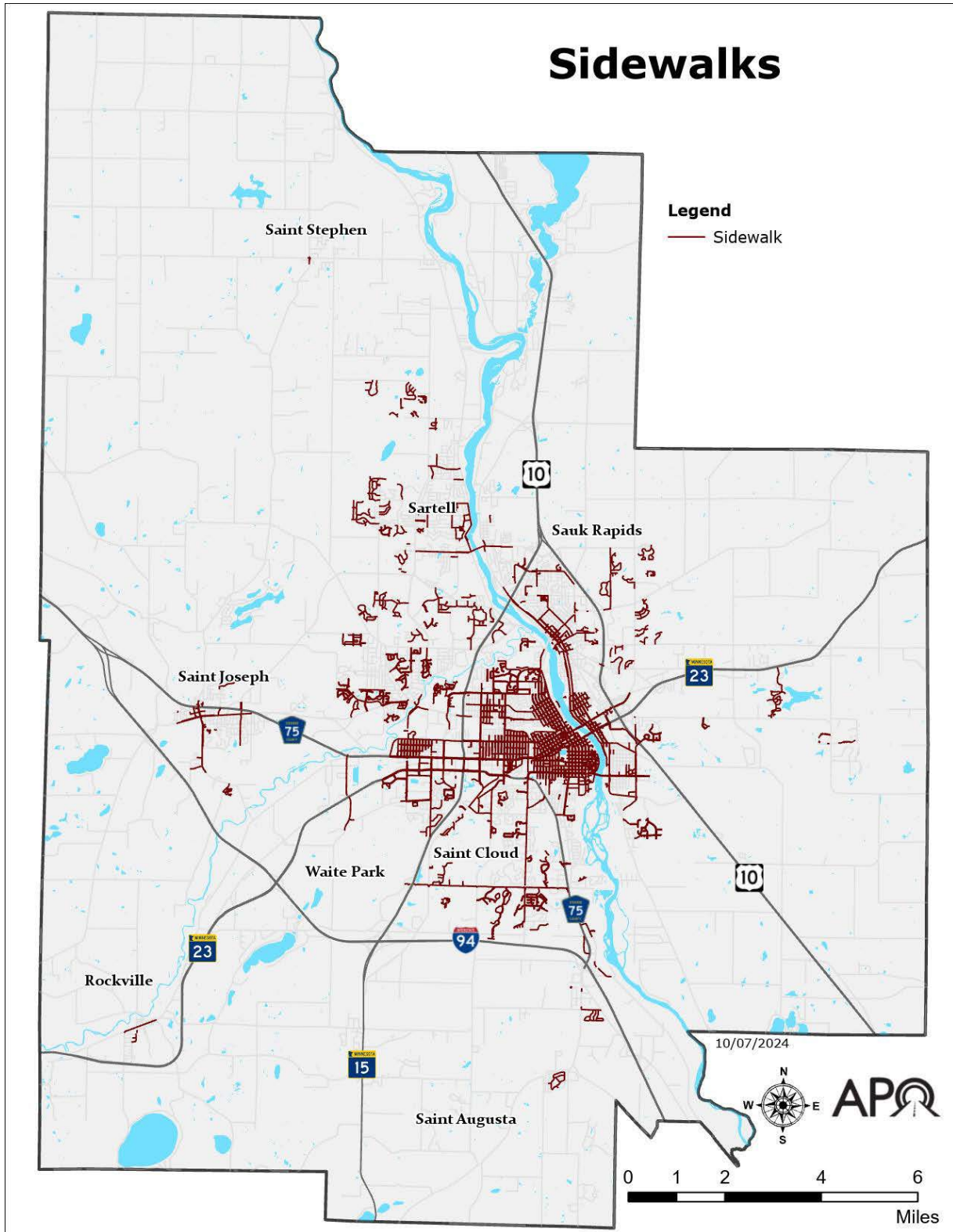


Data courtesy of Saint Cloud APO.

# Off-Road Facilities



Data courtesy of Saint Cloud APO.



Data courtesy of Saint Cloud APO.



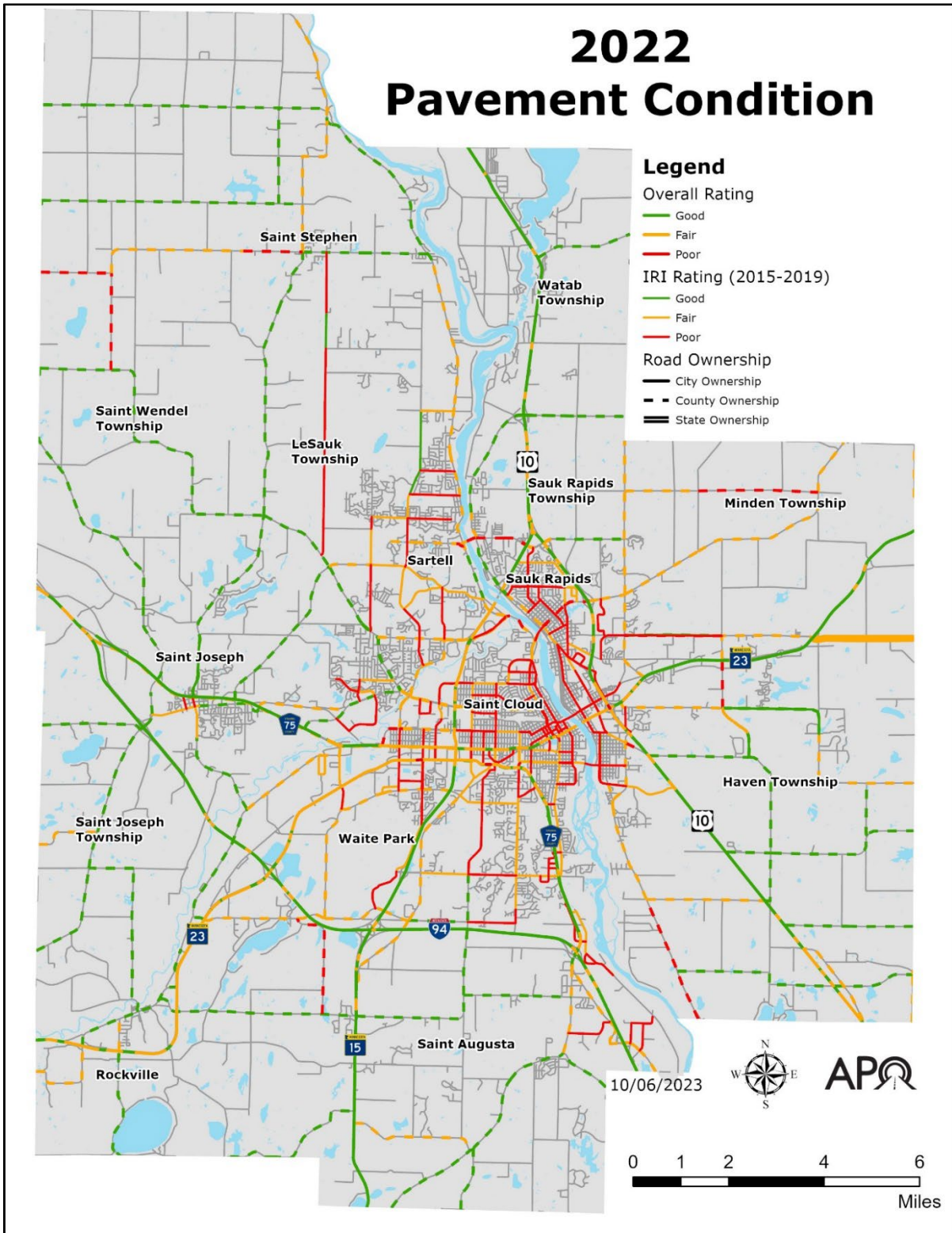


#### *D. System Condition*

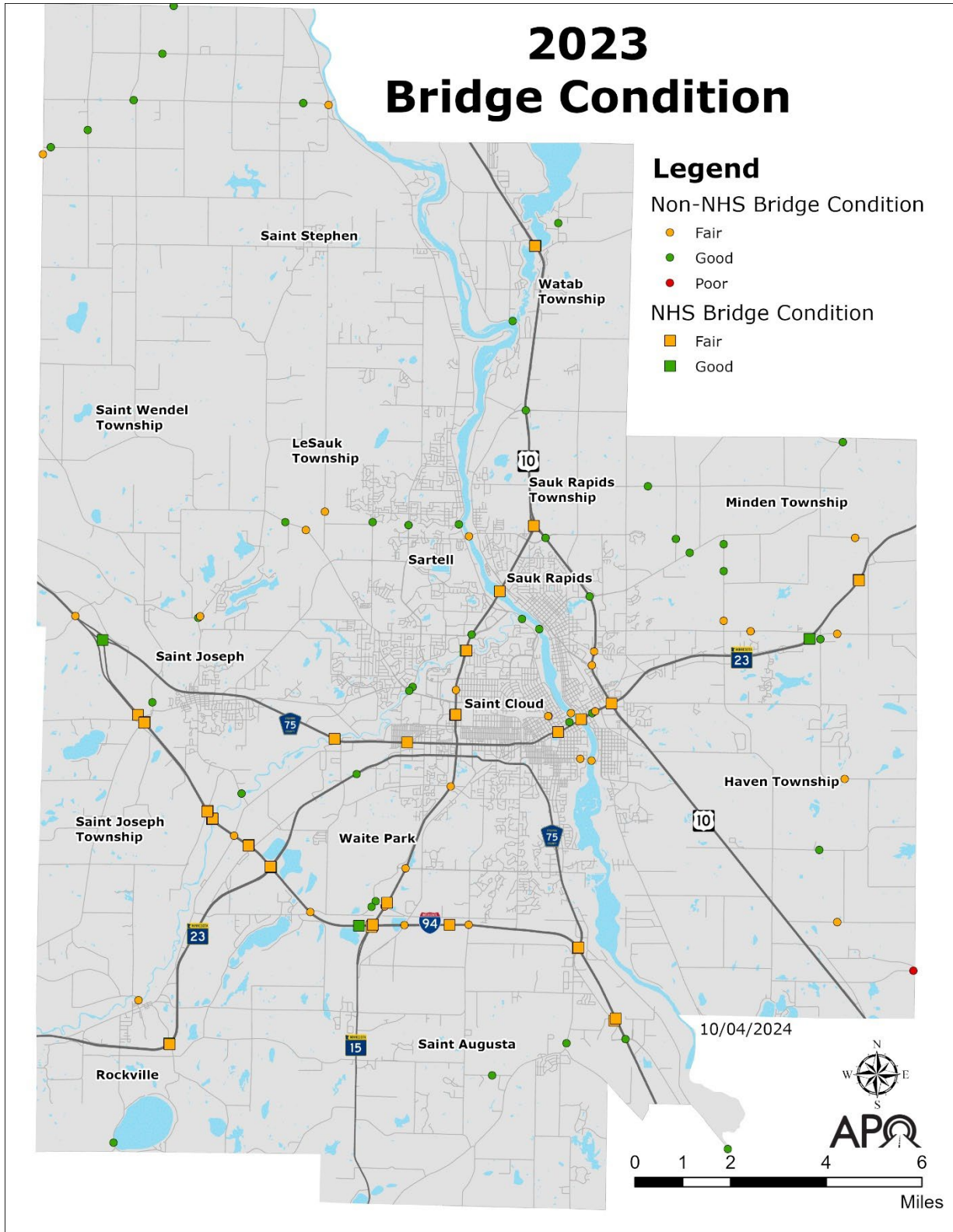
Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations. **(50 points total)**

- Criterion to consider
  - Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.
- Evaluation criteria
  - Bridge/pavement condition:
    - Pavement IRI conditions (poor, fair, good).
    - Bridge conditions (poor, fair, good).
    - Multi-use paths conditions (poor, fair, good).
    - Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.

# 2022 Pavement Condition

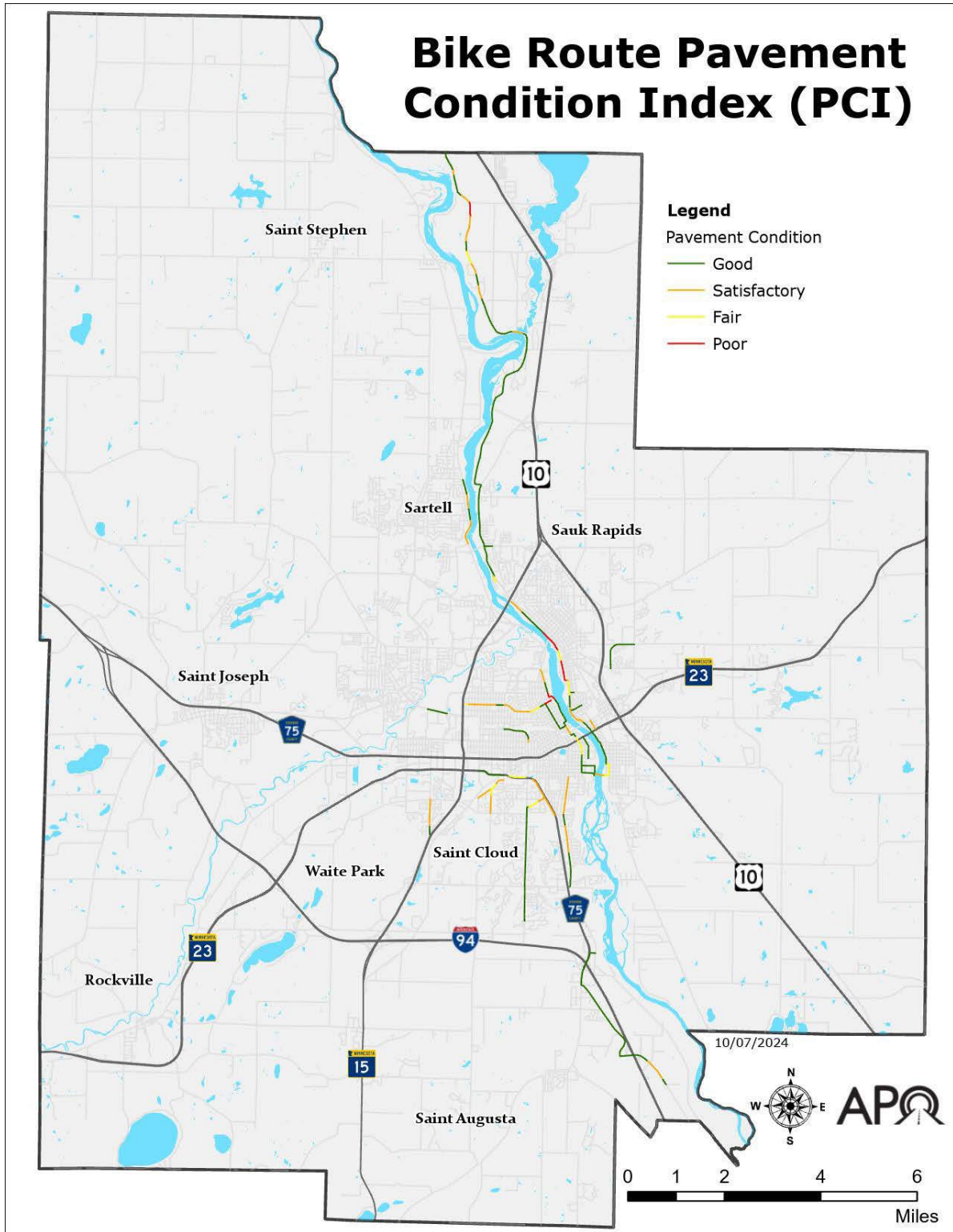


Data source: MnDOT (2021 -2022) and GoodPointe Technology (2019). **Note, this is the most recent data set available at the time of the solicitation release.**

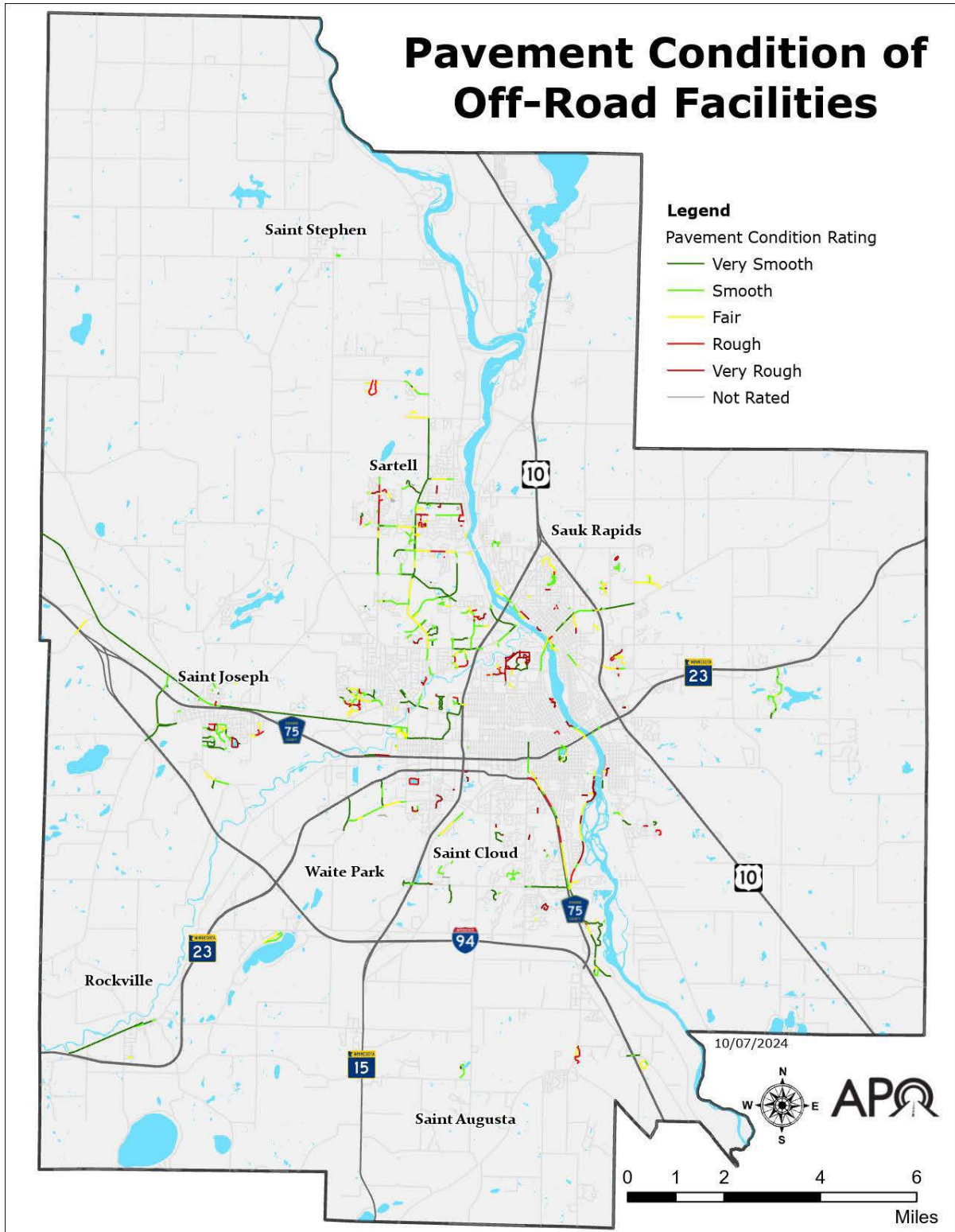


Data source: MnDOT.





Data courtesy of GoodPointe Technology, 2019.



Data courtesy of Parks & Trails Council of Minnesota, 2020.



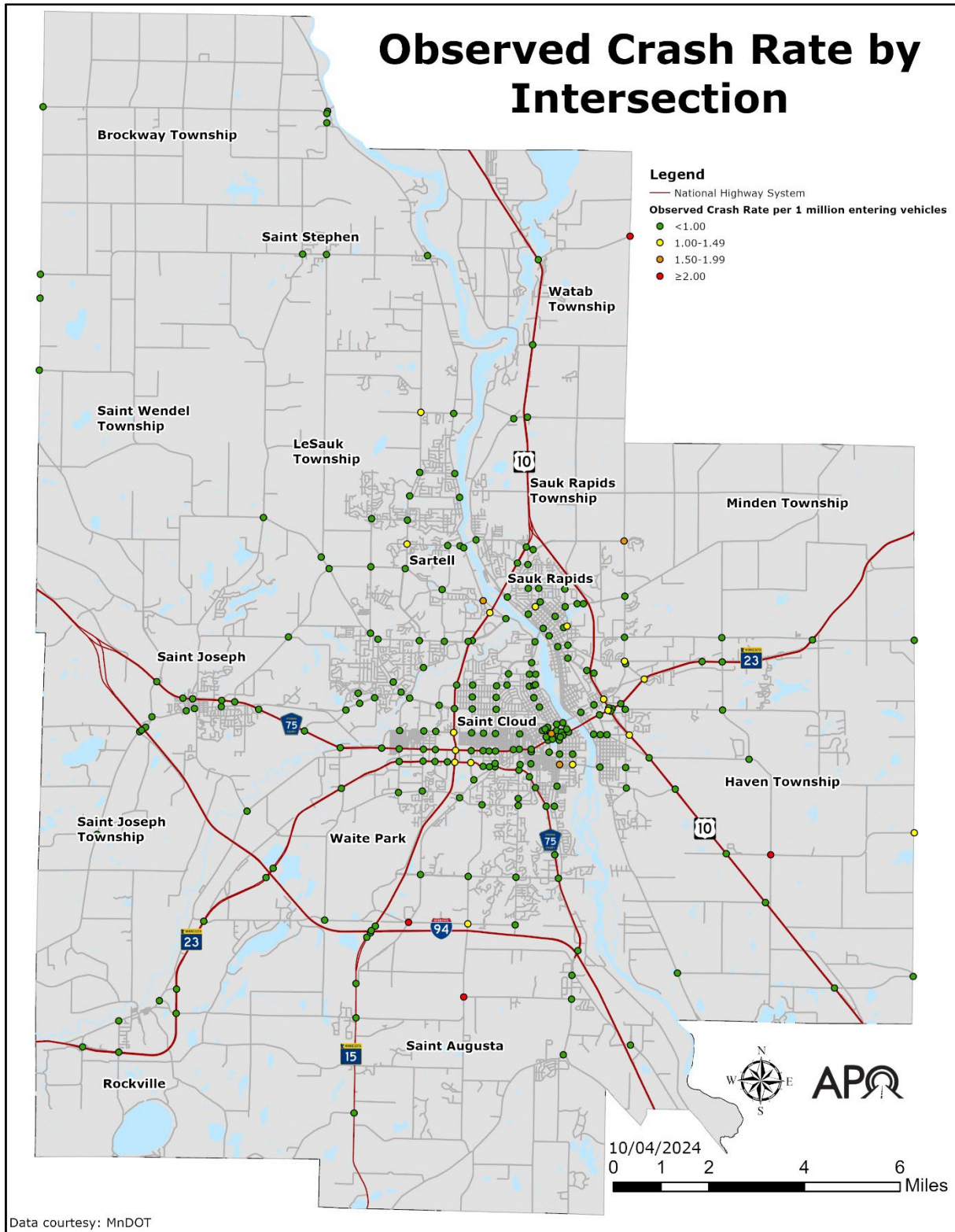
### *E. Safety*

Explain how the project or elements of the project may improve safety. **(50 points total)**

- Criterion to consider
  - Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming measures; pedestrian crossing infrastructure; etc.) Prioritization will be taken for projects that are constructed at high crash locations.
- Evaluation criteria
  - High crash locations
    - Project occurs on a roadway (or near an intersection) with a high critical crash rate.
  - Safety infrastructure
    - Incorporation of various safety measures. Differences in rural and urban safety measures must be considered.



# Observed Crash Rate by Intersection



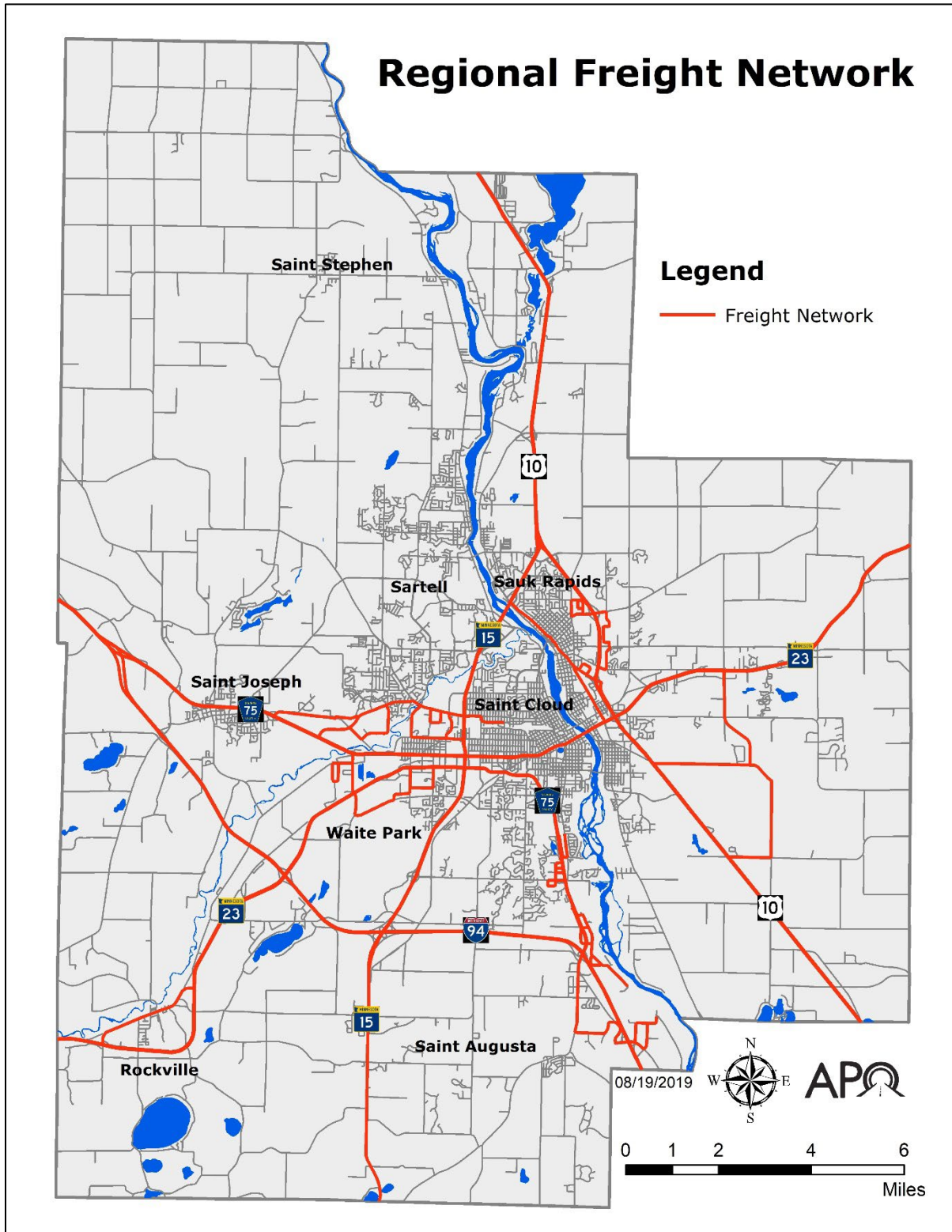
Data source: 2019-2023 Minnesota Crash Mapping Analysis Tool (MnCMAT).



*F. Economic Vitality*

Explain how the project supports the economic development and job growth retention/creation goals in the community and region. **(15 points total)**

- Criteria to consider
  - Project improves the efficient movement of people and freight between the region and the rest of the state and/or nation.
  - Project promotes improved operation of the existing freight network.
- Evaluation criterion
  - Project occurs within the existing freight corridor.
  - Project explains the relationship between construction and the anticipated development, property tax generation, and job creation/retention.



Data source: 2018, SRF Consulting, Inc.

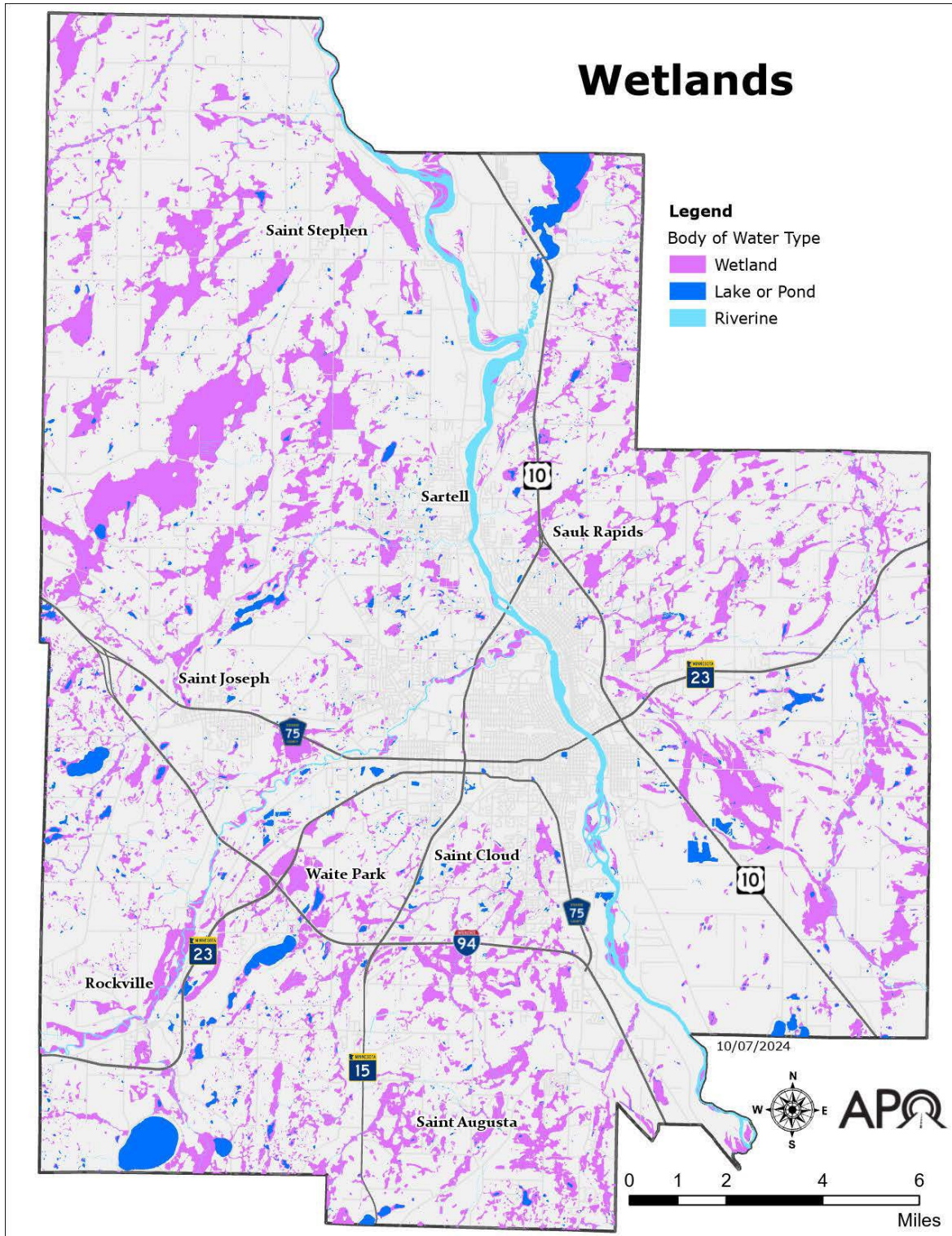




*G. Energy and Environmental Conservation*

Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. **(5 points total)**

- Criterion to consider
  - Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.
- Evaluation criterion
  - Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts?
  - Project has undergone the local environmental review process.



Data courtesy of MnDNR.



*H. Public Engagement, Plan Identification, Project Readiness*

Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. **(10 points total)**

- Criterion to consider/Evaluation criterion
  - Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.
  - Include any pertinent excerpts from completed feasibility documentation for the project (i.e., scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.

Total Score: 200 points possible.

Equity scores to be considered post evaluation.