



Evaluation Criteria for the Minnesota Highway Freight Program

Evaluation Criteria:

Submitted projects will be evaluated based upon freight transportation and other criteria. There are three project categories in the Minnesota Highway Freight Program: Safety, Freight Congestion/Freight Efficiency Improvement or First/Last Mile. The tables below summarize the maximum number of points for each criteria under each category. The + sign indicates extra points can be awarded for the category or measure. Projects cannot exceed 1,000 points or the maximum points for any category.

FREIGHT TRANSPORTATION CRITERIA

Criteria	Measures	Category: Safety	Category: Freight Congestion/ Freight Efficiency Improvement	Category: First/Last Mile
Truck Volume	<ul style="list-style-type: none"> Heavy Commercial Annual Average Daily Traffic (HCAADT) 	250	250	250
Safety	<ul style="list-style-type: none"> Crash rate reduction Addresses a sustained crash location OR addresses a safety issue identified in a district or county safety plan at a not sustained crash location* Truck parking utilization at existing rest stop 	350	100	100
Mobility	<ul style="list-style-type: none"> Truck Travel Time Reliability Removes a geometric or temporary barrier or avoids future load restriction on a OSOW route* Upgrades a roadway to 10-ton standards* 	100	350	150
Facility Access	<ul style="list-style-type: none"> Daily truck load equivalents entering and exiting a facility or facilities 	+50	+50	200

OTHER CRITERIA

Criteria	Measures	Category: Safety	Category: Freight Congestion/ Freight Efficiency Improvement	Category: First/Last Mile
Cost-Effectiveness	<ul style="list-style-type: none"> Divide amount of points awarded above by amount of requested funds 	150	150	150
Project Readiness	<ul style="list-style-type: none"> Environmental Documentation Review of Sec 106 Historic Resources Review of Sec 4f/6f Resources Right-of-Way Railroad Involvement Construction Documents/Plans Funding 	150	150	150

Detailed Breakdown of Scoring:

Truck Volume (HCAADT)

Truck volume is determined by the Heavy Commercial Annual Average Daily Traffic (HCAADT). The total number of points (250) is the same for each project category.

Truck Volume Ranges for Safety and Freight Congestion/Freight Efficiency Improvement	Percentage	Points
>4,000	100%	250
2,000 to 4,000	75%	190
1,000 to 2,000	50%	125
500 to 1,000	25%	60
<500	0%	0

Truck Volume Ranges for First/Last Mile	Percentage	Points
>750	100%	250
400 to 750	75%	190
250 to 400	50%	125
125 to 250	25%	60
<125	0%	0

Safety

Safety is determined by crash rate reduction for safety, freight congestion/freight efficiency improvement and first/last mile projects. The highest reduction will receive the maximum points with other scaled to the highest reduction. Safety for truck parking projects are determined by rest area truck parking usage. The total number of points depends on project category.

Measures	Safety Points	Freight Congestion/ Freight Efficiency Improvement Points	First/Last Mile Points
Crash rate reduction (scaled to top score)	350	100	100
Addresses a sustained crash location (Y/N) OR not sustained crash location, but addresses a safety issue identified in a district or county safety plan (Y/N).	+50	+20	+20

Rest Area Truck Parking Usage	Parking Points
At 80-100% capacity	350
At 60-80% capacity	245
At 40-60% capacity	175
At 20-40% capacity	105
At 0-20% capacity	0

Mobility

Mobility is determined by the truck travel time reliability for safety and freight congestion/freight efficiency improvement projects. Projects will only receive full points if the application demonstrates that the project will substantially improve reliability at the project location. Other measures are used to determine extra points for each category. The total number of points depends on the project category.

Truck Travel Time Reliability (scaled to top score)	Percentage	Safety Points	Freight Congestion/ Freight Efficiency Improvement Points
Project substantially improves reliability at project location	100%	100	350
Project minimally improves reliability at project location	50%	50	175
Project does not address reliability at project location	0%	0	0

Other Measures	Safety Points	Freight Congestion/ Freight Efficiency Improvement Points	First/Last Mile Points
<ul style="list-style-type: none"> Removes a geometric or temporary (e.g. flooding) barrier to movement of freight, including OSOW loads Upgrades a roadway to 10-ton standards (Category C) 	+20	+50	150

Facility Access

Facility Access is determined by daily truck load equivalents entering and exiting a freight facility or facilities. The highest load equivalents will receive the maximum points with others scaled to the highest load equivalent. The total number of points depends on the project category.

Measure	Safety	Freight Congestion/ Freight Efficiency Improvement	First/Last Mile
Daily truck load equivalents entering and exiting a freight facility or facilities (scale to top score)	+50	+50	200

Cost Effectiveness

Cost effectiveness is determined by dividing the number of freight transportation criteria points awarded by the amount of requested funds after the funds have been divided by 1,000. The total number of points (150) is the same for each project category.

Project Readiness

Project readiness is determined by several different measures. The total number of points (150) is the same for each project category.

Environmental Documentation	Percentage	Points
Document in progress; environmental impacts identified	100%	10
Environmental impacts identified	50%	5
Document not started	0%	0

Review of Section 106 Historic Resources	Percentage	Points
No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge OR Historic/archeological review under way; determination of “no historic properties affected” or “no adverse effect” anticipated	100%	10
Historic/archeological review under way; determination of “adverse effect” anticipated	50%	5
Unsure if there are any historic/archaeological resources in the project area.	0%	0

Review of Section 4f/6f Resources	Percentage	Points
No Section 4f/6f resources located in or adjacent to the project OR Section 4f resources present within the project area, but no adverse effects	100%	10
Project impacts to Section 4f/6f resources likely –coordination/documentation has begun	50%	5
Project impacts to Section 4f/6f resources likely – coordination/documentation has not begun	25%	2.5
Unsure if there are any impacts to Section 4f/6f resources in the project area	0%	0

Right-of-Way	Percentage	Points
ROW, permanent or temporary easements not required OR ROW, permanent or temporary easements has/have been acquired	100%	35
ROW, permanent or temporary easements required, offers made	80%	28
ROW, permanent or temporary easements required, appraisals made	50%	17.5
ROW, permanent or temporary easements required, parcels identified	20%	7
ROW, permanent or temporary easements required, parcels not identified OR ROW, permanent or temporary easements identification has not been complete	0%	0

Railroad Involvement	Percentage	Points
No railroad involvement on project OR Railroad Right-of-Way Agreement is executed	100%	35
Railroad Right-of-Way Agreement required; Agreement has been initiated	80%	28
Railroad Right-of-Way Agreement required; negotiations have begun	40%	14
Railroad Right-of-Way Agreement required; negotiations not begun	0%	0

Construction Documents/Plan	Percentage	Points
Construction plans in progress; at least 30% completion	100%	10
Construction plans have not been started	0%	0

Funding	Percentage	Points
All funding sources are identified and confirmed	100%	40
All funding sources are identified and confirmed, but applicant is promising to "cover the balance" and will likely seek other competitive sources	80%	32
All funding sources are identified, but one is pending	50%	20
All funding sources are identified, but more than one is pending	20%	8
Not all funding sources are identified, a gap would remain if funded through NHFP	0%	0