

2020 Regional Solicitation Application Scoring

Traffic Management Technologies

|      |       |             |  | Prioritizing Criteria     |                     |           |              |                |                                  |      |          |      |                       |       |        |      |                             |       |           |      |         |      |            |         |              |         |             |
|------|-------|-------------|--|---------------------------|---------------------|-----------|--------------|----------------|----------------------------------|------|----------|------|-----------------------|-------|--------|------|-----------------------------|-------|-----------|------|---------|------|------------|---------|--------------|---------|-------------|
| Rank | ID    | Applicant   | Project Name   | Functional Classification | Funding Information |           |              |                | 1. Role in Trans. System & Econ. |      | 2. Usage |      | 3. Equity and Housing |       | 4. Age |      | 5. Congestion / Air Quality |       | 6. Safety |      | 7. Mult |      | 8. Risk A. |         | Prelim Total | 9. CE   | Grand Total |
|      |       |             |  |                           | Federal             | Match     | Total        | Fed Cumulative | 1A                               | 1B   | 1C       | 1D   | 2A                    | 2B    | 3A     | 3B   | 4                           | 5A    | 5B        | 6A   | 6B      | 7    | 8          | 0-1,000 | 9            | 0-1,100 |             |
|      |       |             |  |                           | 0-50                | 0-50      | 0-50         | 0-25           | 0-85                             | 0-40 | 0-50     | 0-50 | 0-75                  | 0-150 | 0-50   | 0-50 | 0-50                        | 0-150 | 0-50      | 0-50 | 0-50    | 0-75 | 0-75       | 0-100   | 0-1,100      |         |             |
| 1    | 14361 | Minneapolis | Minneapolis City-Wide Signal Retiming                  | Augmentor                 | \$2,500,000         | \$625,000 | \$ 3,125,000 | \$ 2,500,000   | 50                               | 25   | 45       | 25   | 85                    | 40    | 27     | 50   | 17                          | 150   | 38        | 35   | 80      | 31   | 49         | 747     | 70           | 817     |             |
| 2    | 14083 | St. Paul    | Dale Street Traffic Signal Modernization               | Reliever, Augmentor       | \$2,000,800         | \$500,200 | \$ 2,501,000 | \$ 4,500,800   | 50                               | 25   | 30       | 19   | 47                    | 24    | 13     | 50   | 75                          | 88    | 43        | 16   | 150     | 28   | 68         | 726     | 85           | 811     |             |
| 3    | 14090 | Minneapolis | City of Minneapolis ITS Upgrades and Enhancements      | Augmentor                 | \$3,000,000         | \$750,000 | \$ 3,750,000 | \$ 7,500,800   | 50                               | 50   | 50       | 23   | 52                    | 23    | 27     | 50   | 26                          | 79    | 39        | 50   | 124     | 50   | 56         | 749     | 58           | 807     |             |
| 4    | 14027 | Carver Co   | Carver County Traffic Signal Tech and ITS Enhancements | Expanders, Connector      | \$1,580,000         | \$395,000 | \$ 1,975,000 | \$ 9,080,800   | 50                               | 25   | 40       | 21   | 43                    | 27    | 34     | 33   | 43                          | 67    | 50        | 6    | 133     | 38   | 66         | 676     | 100          | 776     |             |
| 5    | 14126 | Ramsey Co   | Mounds View Boulevard Traffic Management Technology    | Reliever                  | \$2,536,085         | \$634,021 | \$ 3,170,106 | \$ 11,616,885  | 50                               | 50   | 30       | 21   | 53                    | 39    | 4      | 26   | 47                          | 34    | 25        | 7    | 97      | 19   | 75         | 577     | 53           | 630     |             |

- 1A: Functional classification of project
- 1B: Regional Truck Corridor Study tiers
- 1C: Integration within existing traffic management systems
- 1D: Coordination with other agencies
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4A: Upgrades to obsolete equipment
- 4B: Geometric, structural, infrastructure deficiencies
- 5A: Congested roadways
- 5B: Emissions and congestion benefits
- 6A: Crashes reduced
- 6B: Proactive pedestrian crash reduction
- 7: Transit, bike, ped elements / connections
- 8: Risk assessment
- 9: Cost effectiveness

2020 Regional Solicitation Application Scoring

ROADWAY SPOT MOBILITY/SAFETY

Prioritizing Criteria

| Rank | ID    | Applicant   | Project Name   | Funct Class         | Funding Information |             |              |                | Prioritizing Criteria            |      |           |          |                 |       |           |       |         |            |              |         | 7. CE | Grand Total |
|------|-------|-------------|--|---------------------|---------------------|-------------|--------------|----------------|----------------------------------|------|-----------|----------|-----------------|-------|-----------|-------|---------|------------|--------------|---------|-------|-------------|
|      |       |             |  |                     | Federal             | Match       | Total        | Fed Cumulative | 1. Role in Trans. System & Econ. |      | 2. Equity |          | 3. Cong/Air Age |       | 4. Safety |       | 5. Mult | 6. Risk A. | Prelim Total |         |       |             |
|      |       |             |  |                     |                     |             |              |                | 1A                               | 1B   | 2A        | 2B       | 3A              | 3B    | 4A        | 4B    | 5       | 6          | 0-1,000      |         |       |             |
|      |       |             |  |                     |                     |             |              | 0-100          | 0-75                             | 0-50 | 0-50      | 0-200    | 0-75            | 0-225 | 0-50      | 0-100 | 0-75    |            | 7            | 0-1,100 |       |             |
| 1    | 14059 | Minneapolis | Johnson Street NE/ I-35W South Ramps Intersection Improvements   | Augmentor           | \$1,497,200         | \$374,300   | \$ 1,871,500 | \$ 1,497,200   | 100                              | 75   | <u>59</u> | 42       | 9               | 1     | 56        | 33    | 80      | 75         | 530          | 100     | 630   |             |
| 2    | 14067 | Hennepin Co | Hi/Lake Safety Project   | Augmentor           | \$3,500,000         | \$2,159,400 | \$ 5,659,400 | \$ 4,997,200   | 81                               | 65   | 14        | 50       | 118             | 0     | 36        | 47    | 100     | 46         | 557          | 35      | 592   |             |
| 3    | 14050 | Carver Co   | US 212 & CSAH 51 Intersection Safety Project   | Principal Arterial  | \$3,500,000         | \$4,763,000 | \$ 8,263,000 | \$ 8,497,200   | 51                               | 75   | 13        | <u>2</u> | 7               | 75    | 225       | 17    | 8       | 70         | 566          | 24      | 590   |             |
| 4    | 14198 | Dakota Co   | Dakota Co Project 11-27: Roundabout - CSAH 11 & Burnsville Parkway   | Expander, Reliever  | \$1,400,000         | \$350,000   | \$ 1,750,000 | \$ 9,897,200   | 64                               | 0    | 6         | 44       | 200             | 0     | 33        | 28    | 43      | 70         | 488          | 98      | 586   |             |
| 5    | 14346 | Carver Co   | Highway 11 Intersection Improvement Project  | Connector           | \$2,937,600         | \$734,400   | \$ 3,672,000 | \$ 12,834,800  | 100                              | 0    | 13        | 44       | 193             | 31    | 16        | 20    | 38      | 70         | 525          | 50      | 575   |             |
| 6    | 14368 | Woodbury    | Lake Road and Pioneer Drive Intersection Improvement Project   | Expander            | \$2,057,591         | \$514,398   | \$ 2,571,989 | \$ 14,892,391  | 52                               | 0    | 8         | 40       | 128             | 0     | 33        | 50    | 55      | 70         | 436          | 60      | 496   |             |
| 7    | 14292 | Rogers      | CSAH 144 and CSAH 13 Signal & Intersection Geometric Improvements  | Expander, Connector | \$1,747,512         | \$436,878   | \$ 2,184,390 | \$ 16,639,903  | 66                               | 0    | 8         | 10       | 159             | 45    | 3         | 32    | 36      | 57         | 416          | 67      | 483   |             |
| 8    | 14023 | Ramsey Co   | Larpenteur Avenue (CSAH 30)/White Bear Avenue (CSAH 650)/North St. Paul Road (CSAH 29) Safety and Mobility Project | Augmentor           | \$3,500,000         | \$3,816,771 | \$ 7,316,771 | \$ 20,139,903  | 50                               | 0    | 1         | 40       | 64              | 12    | 19        | 37    | 82      | 46         | 351          | 17      | 368   |             |
| 9    | 14164 | Hennepin Co | CSAH 19 Spot Mobility & Safety Project   | Connector           | \$2,712,000         | \$678,000   | \$ 3,390,000 | \$ 22,851,903  | 26                               | 0    | 6         | 9        | 25              | 0     | 108       | 38    | 47      | 46         | 305          | 32      | 337   |             |
| 10   | 14291 | Rogers      | CSAH 116 and CSAH 150 Roundabout   | Connector, Expander | \$1,245,120         | \$311,280   | \$ 1,556,400 | \$ 24,097,023  | 66                               | 0    | 5         | 8        | 1               | 0     | 17        | 40    | 43      | 57         | 237          | 54      | 291   |             |

- 1A: Congestion, adjacent congestion, PA Intersection Conversion Study priorities, or CMSP Opportunity Areas
- 1B: Regional Truck Corridor Study tiers
- 2A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 2B: Housing

- 3A: Vehicle delay reduced
- 3B: Kg of emissions reduced
- 4A: Crashes reduced
- 4B: Proactive pedestrian crash reduction
- 5: Transit, bike, ped elements / connections
- 6: Risk assessment
- 7: Cost effectiveness

Underlined scores in Measure 2A received the bonus for achieving 80% of points.  
Underlined scores in Measure 2B "held harmless" due to no affordable housing need.

2020 Regional Solicitation Application Scoring

STRATEGIC CAPACITY

Prioritizing Criteria

| Rank | ID    | Applicant     | Project Name   | Funct Class                   | Year | Funding Information |              |              |                | 1. Role in Trans. System & Econ. |      |      |                       |      |        |      |                  |     |           |     |         |            |              | 9. CE | Grand Total |         |
|------|-------|---------------|--|-------------------------------|------|---------------------|--------------|--------------|----------------|----------------------------------|------|------|-----------------------|------|--------|------|------------------|-----|-----------|-----|---------|------------|--------------|-------|-------------|---------|
|      |       |               |  |                               |      | Federal             | Match        | Total        | Fed Cumulative | 2. Usage                         |      |      | 3. Equity and Housing |      | 4. Age |      | 5. Congestion/Ai |     | 6. Safety |     | 7. Mult | 8. Risk A. | Prelim Total |       |             |         |
|      |       |               |  |                               |      |                     |              |              |                | 0-80                             | 0-50 | 0-80 | 0-110                 | 0-65 | 0-50   | 0-50 | 4                | 5A  | 5B        | 6A  | 6B      | 7          | 8            |       |             | 0-1,000 |
| 1    | 14030 | Brooklyn Park | TH 252/Brookdale Drive Interchange                                 | Principal Arterial            | 2025 | \$10,000,000        | \$23,215,015 | \$33,215,015 | \$10,000,000   | 80                               | 25   | 40   | 110                   | 65   | 23     | 50   | 15               | 100 | 46        | 71  | 9       | 100        | 47           | 781   | 49          | 830     |
| 2    | 14165 | Blaine        | TH 65 at 99th Ave NE Grade Separation                              | Principal Arterial            | 2024 | \$10,000,000        | \$19,800,000 | \$29,800,000 | \$20,000,000   | 80                               | 50   | 40   | 88                    | 53   | 4      | 49   | 34               | 56  | 49        | 45  | 10      | 67         | 42           | 667   | 19          | 686     |
| 3    | 14139 | Anoka Co      | CSAH 56 (Ramsey Blvd) & Highway 10 Interchange                     | Principal Arterial, Expander  | 2025 | \$10,000,000        | \$19,300,000 | \$29,300,000 | \$30,000,000   | 0                                | 29   | 60   | 81                    | 58   | 7      | 35   | 39               | 27  | 20        | 81  | 15      | 93         | 52           | 597   | 19          | 616     |
| 4-T  | 14324 | Washington Co | CSAH 17 (Lake Elmo Ave) & TH 36 Interchange                        | Principal Arterial, Connector | 2025 | \$10,000,000        | \$24,733,130 | \$34,733,130 | \$40,000,000   | 44                               | 9    | 40   | 77                    | 57   | 3      | 8    | 20               | 28  | 50        | 120 | 6       | 53         | 44           | 559   | 13          | 572     |
| 4-T  | 14347 | Carver Co     | Highway 5 Arboretum Area Mobility and Access Improvement Project   | Expander                      | 2025 | \$10,000,000        | \$3,440,000  | \$13,440,000 | \$50,000,000   | 80                               | 14   | 60   | 47                    | 33   | 28     | 9    | 22               | 24  | 4         | 57  | 19      | 73         | 66           | 536   | 36          | 572     |
| 6    | 14345 | Carver Co     | Highway 41 and CSAH 10 Mobility and Access Improvement             | Principal Arterial, Expander  | 2024 | \$9,049,600         | \$2,262,400  | \$11,312,000 | \$59,049,600   | 45                               | 40   | 40   | 27                    | 21   | 61     | 44   | 17               | 13  | 2         | 48  | 22      | 73         | 52           | 505   | 37          | 542     |
| 7    | 14015 | Scott Co      | TH 169, TH 282 and CSAH 9 Interchange                              | Principal Arterial, Connector | 2024 | \$10,000,000        | \$14,000,000 | \$24,000,000 | \$69,049,600   | 40                               | 9    | 80   | 37                    | 25   | 27     | 46   | 12               | 15  | 12        | 73  | 13      | 80         | 51           | 520   | 21          | 541     |
| 8    | 14375 | Washington Co | TH 120 (Century Avenue) Expansion                                  | Expander                      | 2025 | \$6,601,884         | \$1,650,471  | \$8,252,355  | \$75,651,484   | 47                               | 30   | 10   | 62                    | 34   | 11     | 41   | 40               | 10  | 3         | 24  | 30      | 60         | 52           | 454   | 46          | 500     |
| 9    | 14074 | Coon Rapids   | TH 610 & East River Road Interchange Reconstruction                | Expander                      | 2025 | \$9,752,000         | \$2,438,000  | \$12,190,000 | \$85,403,484   | 51                               | 50   | 60   | 34                    | 20   | 4      | 44   | 8                | 2   | 1         | 10  | 20      | 87         | 36           | 427   | 32          | 459     |
| 10   | 14018 | Ramsey Co     | I-35E/County Road J Interchange                                    | Expander                      | 2025 | \$8,618,210         | \$2,154,553  | \$10,772,763 | \$94,021,694   | 80                               | 14   | 40   | 18                    | 15   | 9      | 13   | 37               | 16  | 9         | 20  | 26      | 73         | 36           | 406   | 31          | 437     |
| 11   | 14049 | Carver Co     | US 212 Freight Mobility and Safety Project from CSAH 51 to CSAH 36 | Principal Arterial            | 2024 | \$10,000,000        | \$15,977,000 | \$25,977,000 | \$104,021,694  | 56                               | 6    | 80   | 22                    | 21   | 14     | 3    | 39               | 0   | 5         | 74  | 3       | 27         | 52           | 419   | 13          | 432     |
| 12   | 14333 | Scott Co      | Sand Creek Township Overpass Improvement Project                   | Principal Arterial            | 2024 | \$2,087,036         | \$521,759    | \$2,608,795  | \$106,108,730  | 0                                | 3    | 80   | 50                    | 35   | 12     | 7    | 20               | 0   | 0         | 18  | 7       | 27         | 42           | 314   | 100         | 414     |
| 13   | 14140 | Anoka Co      | Anoka CSAH 12 (109th Avenue NE) Expansion Project                  | Expander                      | 2025 | \$7,664,000         | \$1,916,000  | \$9,580,000  | \$113,772,730  | 28                               | 24   | 10   | 14                    | 10   | 3      | 50   | 13               | 8   | 2         | 29  | 14      | 80         | 61           | 346   | 30          | 376     |
| 14   | 14169 | Anoka Co      | CSAH 14 (125th Avenue NE) Expansion in Blaine                      | Principal Arterial            | 2024 | \$3,964,000         | \$991,000    | \$4,955,000  | \$117,736,730  | 22                               | 6    | 0    | 23                    | 21   | 4      | 42   | 12               | 1   | 0         | 17  | 10      | 67         | 52           | 277   | 47          | 324     |
| 15   | 14399 | Lakeville     | 185th Street Extension   | Expander                      | 2025 | \$1,800,000         | \$450,000    | \$2,250,000  | \$125,797,973  | 0                                | 9    | 0    | 10                    | 12   | 9      | 28   | 9                | 0   | 0         | 0   | 21      | 73         | 56           | 227   | 84          | 311     |
| 16   | 14344 | Dakota Co     | CSAH 9 (179th Street) Realignment Project                          | Expander                      | 2024 | \$3,920,000         | \$980,000    | \$4,900,000  | \$129,717,973  | 0                                | 3    | 10   | 10                    | 6    | 7      | 33   | 9                | 0   | 0         | 0   | 4       | 67         | 75           | 224   | 38          | 262     |
| 17   | 14168 | Anoka Co      | CSAH 7 (7th Ave) Expansion in Andover                              | Expander                      | 2024 | \$6,929,600         | \$1,732,400  | \$8,662,000  | \$136,647,573  | 21                               | 1    | 0    | 26                    | 19   | 3      | 9    | 18               | 0   | 1         | 9   | 7       | 67         | 52           | 233   | 27          | 260     |

- 1A: Congestion, adjacent congestion, or PA Intersection Conversion Study priorities
- 1B: Project location relative to Jobs, manufacturing, and education
- 1C: Regional Truck Corridor Study tiers
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4: Date of construction
- 5A: Vehicle delay reduced
- 5B: Kg of emissions reduced
- 6A: Crashes reduced
- 6B: Proactive pedestrian crash reduction
- 7: Transit, bike, ped elements / connections
- 8: Risk assessment
- 9: Cost effectiveness

Underlined scores in Measure 3A received the bonus for achieving 80% of points.

Underlined scores in Measure 3B "held harmless" due to no affordable housing need.

Underlined scores in Measure 4 were "held harmless" for not having a roadway age.

2020 Regional Solicitation Application Scoring

ROADWAY RECONSTRUCTION-MODERNIZATION

Prioritizing Criteria

| Rank | ID    | Applicant     | Project Name  | Funct Class | Funding Information |              |               |                | Prioritizing Criteria |      |          |       |                     |           |        |      |               |      |           |       |         |            | 9. CE | Grand Total |              |         |
|------|-------|---------------|---|-------------|---------------------|--------------|---------------|----------------|-----------------------|------|----------|-------|---------------------|-----------|--------|------|---------------|------|-----------|-------|---------|------------|-------|-------------|--------------|---------|
|      |       |               |   |             | Federal             | Match        | Total         | Fed Cumulative | 1. Role in Region     |      | 2. Usage |       | 3. Equity / Housing |           | 4. Age |      | 5. Congest/AQ |      | 6. Safety |       | 7. Mult | 8. Risk A. |       |             | Prelim Total |         |
|      |       |               |   |             |                     |              |               |                | 1A                    | 1B   | 2A       | 2B    | 3A                  | 3B        | 4A     | 4B   | 5A            | 5B   | 6         | 6B    | 7       | 8          |       |             |              |         |
|      |       |               |   |             |                     |              |               |                |                       | 0-65 | 0-40     | 0-110 | 0-65                | 0-50      | 0-50   | 0-50 | 0-125         | 0-50 | 0-30      | 0-150 | 0-30    | 0-110      | 0-75  | 0-1,000     | 9            | 0-1,100 |
| 1    | 13970 | Hennepin Co   | CSAH 5 (Franklin Ave) Reconstruction Project  | Reliever    | \$7,000,000         | \$6,782,000  | \$ 13,782,000 | \$ 7,000,000   | 65                    | 40   | 79       | 39    | <u>70</u>           | 50        | 26     | 98   | 19            | 19   | 150       | 30    | 110     | 51         | 846   | 66          | 912          |         |
| 2    | 14012 | Hennepin Co   | CSAH 153 (Lowry Ave NE) Reconstruction Project  | Augmentor   | \$7,000,000         | \$2,022,600  | \$ 9,022,600  | \$ 14,000,000  | 36                    | 13   | 67       | 42    | 38                  | 48        | 27     | 101  | 0             | 0    | 117       | 28    | 77      | 46         | 640   | 76          | 716          |         |
| 3    | 14013 | St. Paul      | Robert Street Reconstruction  | Reliever    | \$7,000,000         | \$11,000,000 | \$ 18,000,000 | \$ 21,000,000  | 42                    | 13   | 58       | 24    | 27                  | 46        | 50     | 79   | 18            | 23   | 86        | 29    | 99      | 66         | 660   | 39          | 699          |         |
| 4    | 14327 | Hennepin Co   | CSAH 5 (Minnetonka Blvd) Reconstruction Project   | Augmentor   | \$7,000,000         | \$3,357,000  | \$ 10,357,000 | \$ 28,000,000  | 15                    | 13   | 110      | 59    | 19                  | 47        | 27     | 97   | 0             | 2    | 59        | 23    | 98      | 50         | 619   | 64          | 683          |         |
| 5    | 14071 | Maple Grove   | Highway 169 and County Road 130 Interchange Reconstruction  | Reliever    | \$7,000,000         | \$6,795,000  | \$ 13,795,000 | \$ 35,000,000  | 65                    | 40   | 81       | 65    | 6                   | 13        | 17     | 79   | 6             | 22   | 9         | 13    | 84      | 66         | 566   | 44          | 610          |         |
| 6    | 14303 | Dakota Co     | Reconstruction of CSAH 32 from CSAH 43 to 0.2 miles east of Dodd Road in Eagan                      | Expander    | \$7,000,000         | \$3,900,000  | \$ 10,900,000 | \$ 42,000,000  | 1                     | 40   | 38       | 32    | 9                   | 22        | 24     | 125  | 50            | 0    | 52        | 10    | 75      | 57         | 535   | 53          | 588          |         |
| 7    | 14396 | Anoka (City)  | TH 47 Corridor Improvements Project   | Connector   | \$4,152,000         | \$1,038,000  | \$ 5,190,000  | \$ 46,152,000  | 18                    | 27   | 70       | 49    | 8                   | 35        | 40     | 102  | 0             | 13   | 13        | 8     | 43      | 59         | 485   | 100         | 585          |         |
| 8    | 14141 | Anoka Co      | Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project                                       | Expander    | \$5,214,400         | \$1,303,600  | \$ 6,518,000  | \$ 51,366,400  | 6                     | 27   | 42       | 29    | 8                   | 47        | 28     | 112  | 0             | 1    | 69        | 9     | 53      | 70         | 501   | 82          | 583          |         |
| 9    | 14031 | Minneapolis   | Nicollet Avenue Reconstruction  | Reliever    | \$5,040,800         | \$1,260,200  | \$ 6,301,000  | \$ 56,407,200  | 5                     | 0    | 71       | 27    | 25                  | 48        | 31     | 59   | 0             | 1    | 48        | 18    | 79      | 64         | 476   | 81          | 557          |         |
| 10   | 14107 | Ramsey Co     | Hodgson Road (CSAH 49) Safety and Mobility Project  | Expander    | \$5,000,000         | \$6,362,795  | \$ 11,362,795 | \$ 61,407,200  | 20                    | 13   | 72       | 37    | 10                  | 36        | 45     | 89   | 2             | 0    | 20        | 5     | 80      | 59         | 488   | 46          | 534          |         |
| 11   | 14044 | Minneapolis   | 42nd Street Reconstruction Project  | Augmentor   | \$7,000,000         | \$2,708,500  | \$ 9,708,500  | \$ 68,407,200  | 3                     | 0    | 26       | 17    | 29                  | 46        | 25     | 46   | 28            | 30   | 66        | 17    | 85      | 51         | 469   | 52          | 521          |         |
| 12   | 14021 | Shakopee      | Marystown Road Corridor   | Expander    | \$4,918,000         | \$1,229,500  | \$ 6,147,500  | \$ 73,325,200  | 3                     | 13   | 27       | 27    | 20                  | 44        | 12     | 89   | 9             | 0    | 34        | 16    | 68      | 75         | 437   | 77          | 514          |         |
| 13   | 14014 | St. Paul      | University Avenue (I-35E to Lafayette Rd)   | Reliever    | \$5,500,000         | \$1,375,000  | \$8,600,000   | \$ 78,825,200  | 36                    | 13   | 76       | 37    | 6                   | 43        | 10     | 49   | 0             | 0    | 2         | 20    | 51      | 62         | 405   | 50          | 455          |         |
| 14   | 14069 | Washington Co | CSAH 15 Reconstruction - Manning Phase 4  | Expander    | \$5,011,952         | \$1,252,988  | \$ 6,264,940  | \$ 83,837,152  | 1                     | 27   | 62       | 46    | 11                  | <u>10</u> | 17     | 60   | 0             | 2    | 1         | 6     | 66      | 61         | 385   | 66          | 452          |         |
| 15   | 14293 | Rogers        | Fletcher Bypass - Hennepin County 116 to 81   | Expander    | \$3,181,040         | \$795,260    | \$ 3,976,300  | \$ 87,018,192  | 11                    | 13   | 25       | 23    | 8                   | 6         | 31     | 83   | 7             | 10   | 0         | 5     | 49      | 75         | 346   | 93          | 439          |         |
| 16   | 14051 | Carver Co     | CSAH 30 Rural Connection Modernization from TH 25 to CSAH 10  | Connector   | \$2,562,400         | \$640,600    | \$ 3,203,000  | \$ 89,580,592  | 0                     | 13   | 10       | 8     | 12                  | <u>2</u>  | 31     | 61   | 0             | 0    | 22        | 4     | 16      | 70         | 259   | 87          | 347          |         |
| 17   | 14304 | Dakota Co     | Reconstruction of CSAH 86 from west Dakota County line to CSAH 23 (Galaxie Avenue) in Dakota County | Connector   | \$4,800,000         | \$1,200,000  | \$ 6,000,000  | \$ 94,380,592  | 0                     | 40   | 11       | 12    | 4                   | <u>1</u>  | 26     | 51   | 1             | 11   | 1         | 3     | 24      | 44         | 239   | 43          | 281          |         |

- 1A: Connection to total jobs and manufacturing / distribution jobs
- 1B: Regional Truck Corridor Study tiers
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4A: Date of construction
- 4B: Geometric, structural, infrastructure deficiencies
- 5A: Vehicle delay reduced
- 5B: Kg of emissions reduced
- 6A: Crashes reduced
- 6B: Proactive pedestrian crash reduction
- 7: Transit, bike, ped elements / connections
- 8: Risk assessment

Underlined scores in Measure 3A received the bonus for achieving 80% of points.  
Underlined scores in Measure 3B "held harmless" due to no affordable housing need.

2020 Regional Solicitation Application Scoring

**BRIDGES**

Prioritizing Criteria

| Rank | ID    | Applicant   | Project Name   | Functional Class | Funding Information |              |              |                | Prioritizing Criteria            |      |      |          |    |                     |    |           |     |               |         |         | 7. CE | Grand Total |
|------|-------|-------------|--|------------------|---------------------|--------------|--------------|----------------|----------------------------------|------|------|----------|----|---------------------|----|-----------|-----|---------------|---------|---------|-------|-------------|
|      |       |             |  |                  | Federal             | Match        | Total        | Fed Cumulative | 1. Role in Trans. System & Econ. |      |      | 2. Usage |    | 3. Equity / Housing |    | 4. Infra. |     | 5. Multimodal | 6. Risk | Total   |       |             |
|      |       |             |  |                  |                     |              |              |                | 0-100                            | 0-30 | 0-65 | 2A       | 2B | 3A                  | 3B | 4A        | 4B  | 5             | 6       | 0-1,000 |       |             |
| 1-T  | 14061 | Hennepin Co | CSAH 9 (Rockford Rd) Bridge Replacement Project  | Augmentor        | \$6,888,000         | \$1,722,000  | \$8,610,000  | \$6,888,000    | 100                              | 11   | 65   | 92       | 30 | 14                  | 41 | 250       | 0   | 76            | 66      | 745     | 33    | 778         |
| 1-T  | 14087 | St. Paul    | Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A                              | Reliever         | \$7,000,000         | \$56,903,000 | \$63,903,000 | \$13,888,000   | 39                               | 18   | 10   | 62       | 12 | 29                  | 50 | 300       | 100 | 100           | 53      | 773     | 5     | 778         |
| 3    | 14138 | Ramsey Co   | Replacement of Bridge 4533, Old Highway 8 (CSAH 77) over the Minnesota Commercial Railroad | Reliever         | \$1,937,365         | \$484,341    | \$2,421,706  | \$15,825,365   | 17                               | 1    | 65   | 33       | 6  | 10                  | 37 | 250       | 100 | 60            | 49      | 628     | 100   | 728         |
| 4    | 14042 | Hennepin Co | CSAH 152 (Washington Ave N) Bridge Replacement Project                                     | Reliever         | \$2,848,000         | \$712,000    | \$3,560,000  | \$18,673,365   | 31                               | 30   | 65   | 72       | 18 | 24                  | 50 | 250       | 0   | 48            | 64      | 652     | 71    | 723         |
| 5    | 14332 | Hennepin Co | CSAH 152 (Osseo Rd) Rehabilitation Project   | Reliever         | \$2,738,400         | \$684,600    | \$3,423,000  | \$21,411,765   | 42                               | 4    | 65   | 100      | 15 | 25                  | 41 | 150       | 0   | 60            | 51      | 553     | 62    | 615         |
| 6    | 14117 | Ramsey Co   | Replacement of Bridge No. 62519, Count Road C, CSAH 23, over BNSF RR                       | Augmentor        | \$5,000,000         | \$6,098,829  | \$11,098,829 | \$26,411,765   | 29                               | 1    | 0    | 36       | 9  | 3                   | 43 | 250       | 100 | 52            | 54      | 577     | 20    | 597         |
| 7    | 14359 | Minneapolis | Nicollet Avenue South over Minnehaha Creek   | Reliever         | \$7,000,000         | \$13,500,000 | \$20,500,000 | \$33,411,765   | 45                               | 2    | 0    | 52       | 10 | 28                  | 44 | 250       | 0   | 60            | 75      | 566     | 11    | 577         |

- 1A: Distance to nearest parallel bridge
- 1B: Connection to total jobs, manu/dist jobs, and students
- 1C: Regional Truck Corridor Study tiers
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4A: NBI condition rating
- 4B: Load posting
- 5: Transit, bike, ped elements / connections
- 6: Risk assessment
- 7: Cost effectiveness

2020 Regional Solicitation Application Scoring

**TRANSIT EXPANSION**

|      |       |                   |   |     |         |             |             |              |                | Prioritizing Criteria      |      |          |       |                       |       |                         |               |            |       |         |             |
|------|-------|-------------------|---|-----|---------|-------------|-------------|--------------|----------------|----------------------------|------|----------|-------|-----------------------|-------|-------------------------|---------------|------------|-------|---------|-------------|
|      |       |                   |   |     |         |             |             |              |                | 1. Role in Trans. System & |      | 2. Usage |       | 3. Equity and Housing |       | 4. Emissions Reductions | 5. Multimodal | 6. Risk    | Total | 8. CE   | Grand Total |
|      |       |                   |   |     |         |             |             |              |                | 1A                         | 1B   | 2        | 3A    | 3B                    | 4     | 5                       | 6             |            | 8     |         |             |
|      |       |                   |   |     |         |             |             |              |                | 0-50                       | 0-50 | 0-350    | 0-150 | 0-50                  | 0-200 | 0-100                   | 0-50          | 0-1,000    | 0-100 | 0-1,100 |             |
| Rank | ID    | Applicant         | Project Name  | BRT | New Mkt | Federal     | Match       | Total        | Fed Cumulative |                            |      |          |       |                       |       |                         |               |            |       |         |             |
| 1    | 14365 | Washington Co     | I-494 Park & Ride Structure in Woodbury   | ✓   | ✓       | \$7,000,000 | \$8,170,946 | \$15,170,946 | \$7,000,000    | 4                          | 15   | 350      | 6     | 43                    | 200   | 90                      | 44            | <b>752</b> | 100   | 852     |             |
| 2    | 14176 | Metro Transit     | Route 17 Service Improvement in Minneapolis, St. Louis Park, and Hopkins  |     |         | \$2,511,123 | \$627,781   | \$3,138,904  | \$9,511,123    | 44                         | 50   | 181      | 42    | 48                    | 93    | 77                      | 50            | <b>585</b> | 22    | 607     |             |
| 3    | 14173 | Metro Transit     | Route 54 Service Improvement in St. Paul and Bloomington  |     | ✓       | \$1,762,070 | \$440,518   | \$2,202,588  | \$11,273,193   | 23                         | 41   | 154      | 42    | 50                    | 117   | 77                      | 50            | <b>554</b> | 35    | 589     |             |
| 4    | 14298 | Metro Transit     | New Route 757 Limited Stop in Minneapolis, Golden Valley, and Plymouth  |     | ✓       | \$4,669,486 | \$1,167,372 | \$5,836,858  | \$15,942,679   | 50                         | 43   | 158      | 26    | 45                    | 130   | 53                      | 50            | <b>555</b> | 11    | 566     |             |
| 5    | 14024 | SouthWest Transit | I-494 North SW Prime Service in Eden Prairie, Minnetonka, Plymouth, and Maple Grove                                     |     | ✓       | \$5,600,000 | \$1,400,000 | \$7,000,000  | \$21,542,679   | 32                         | 18   | 169      | 12    | 44                    | 119   | 100                     | 50            | <b>544</b> | 11    | 555     |             |
| 6    | 14340 | MVTA              | Route 436 Expansion - Viking Lakes in Eagan, Mendota Heights, and Minneapolis   |     | ✓       | \$2,600,000 | \$650,000   | \$3,250,000  | \$24,142,679   | 11                         | 7    | 178      | 25    | 32                    | 109   | 63                      | 50            | <b>475</b> | 20    | 495     |             |
| 7    | 14146 | Metro Transit     | New Route 274 Express in Stillwater and Minneapolis   |     | ✓       | \$1,321,553 | \$330,388   | \$1,651,941  | \$25,464,232   | 43                         | 46   | 54       | 32    | 44                    | 79    | 80                      | 50            | <b>428</b> | 25    | 453     |             |
| 8    | 14296 | Metro Transit     | Route 23 Service Improvement in Minneapolis and St. Paul  |     |         | \$3,018,668 | \$754,667   | \$3,773,336  | \$28,482,901   | 4                          | 40   | 46       | 38    | 50                    | 21    | 77                      | 50            | <b>326</b> | 11    | 337     |             |
| 9    | 14178 | Metro Transit     | Route 219 Service Improvement in Maplewood, White Bear Lake, Mahtomedi, North St. Paul, Oakdale, Landfall, and St. Paul |     | ✓       | \$1,750,320 | \$437,580   | \$2,187,900  | \$30,233,221   | 8                          | 21   | 50       | 37    | 44                    | 48    | 54                      | 50            | <b>312</b> | 16    | 328     |             |
| 10   | 14330 | SouthWest Transit | SouthWest Transit Golden Triangle Mobility Hub in Eden Prairie, Chaska, Chanhassen, Carver, Victoria                    |     | ✓       | \$4,055,200 | \$1,013,800 | \$5,069,000  | \$34,288,421   | 24                         | 16   | 35       | 14    | 38                    | 20    | 100                     | 36            | <b>283</b> | 12    | 295     |             |

- 1A: Jobs and educational institutions
- 1B: Average number of weekday transit trips connected to project
- 2: New annual riders
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4: Total emissions reduced
- 5: Bicycle/pedestrian elements and connections
- 6: Risk assessment
- 7: Cost effectiveness

2020 Regional Solicitation Application Scoring

**TRANSIT MODERNIZATION**

Prioritizing Criteria

| Rank | ID    | Applicant         | Project Name   | BRT | New Mkt | Funding Information |             |               |                | Prioritizing Criteria            |      |          |       |                       |    |                         |                           | 8. CE | Grand Total |               |         |       |
|------|-------|-------------------|--|-----|---------|---------------------|-------------|---------------|----------------|----------------------------------|------|----------|-------|-----------------------|----|-------------------------|---------------------------|-------|-------------|---------------|---------|-------|
|      |       |                   |  |     |         | Federal             | Match       | Project Total | Fed Cumulative | 1. Role in Trans. System & Econ. |      | 2. Usage |       | 3. Equity and Housing |    | 4. Emissions Reductions | 5. Service / Improvements |       |             | 6. Multimodal | 7. Risk | Total |
|      |       |                   |  |     |         |                     |             |               |                | 1A                               | 1B   | 2        | 3A    | 3B                    | 4  | 5                       | 6                         |       |             | 7             |         |       |
|      |       |                   |  |     |         |                     |             |               |                | 0-50                             | 0-50 | 0-325    | 0-125 | 0-50                  | 50 | 0-200                   | 0-100                     | 0-50  | 0-1,000     | 0-100         | 0-1,100 |       |
| 1    | 14392 | Metro Transit     | Gold Line Ramsey Washington Saint Paul Downtown Modernization        | ✓   |         | \$7,000,000         | \$3,500,000 | \$10,500,000  | \$7,000,000    | 2                                | 50   | 325      | 11    | 50                    | 29 | 140                     | 76                        | 30    | 713         | 8             | 721     |       |
| 2    | 14357 | Metro Transit     | Bus Farebox Upgrade for all Regional Transit Providers               |     |         | \$7,000,000         | \$1,750,000 | \$8,750,000   | \$14,000,000   | 50                               | 50   | 325      | 20    | 35                    | 6  | 85                      | 12                        | 50    | 633         | 4             | 637     |       |
| 3    | 14078 | Dakota Co         | 140th Red Line Pedestrian Bicycle Overpass in Apple Valley           | ✓   | ✓       | \$2,400,000         | \$600,000   | \$3,000,000   | \$16,400,000   | 0                                | 23   | 213      | 55    | 46                    | 21 | 80                      | 100                       | 0     | 538         | 72            | 610     |       |
| 4    | 14171 | MVTA              | Burnsville Bus Garage (BBG) Modernization                            |     | ✓       | \$2,800,000         | \$700,000   | \$3,500,000   | \$19,200,000   | 8                                | 50   | 325      | 10    | 42                    | 9  | 95                      | 8                         | 48    | 595         | 9             | 604     |       |
| 5    | 14084 | Apple Valley      | Apple Valley Red Line BRT 147th Street Station Skyway                | ✓   | ✓       | \$3,810,400         | \$952,600   | \$4,763,000   | \$23,010,400   | 0                                | 17   | 178      | 50    | 48                    | 21 | 110                     | 100                       | 50    | 574         | 28            | 602     |       |
| 6    | 14191 | SouthWest Transit | Signal Prioritization at East Creek Park and Ride in Chaska          |     | ✓       | \$443,520           | \$110,880   | \$554,400     | \$23,453,920   | 3                                | 14   | 183      | 9     | 38                    | 15 | 110                     | 60                        | 50    | 482         | 100           | 582     |       |
| 7    | 14076 | SouthWest Transit | Solar Array at SouthWest Village in Chanhassen                       |     | ✓       | \$4,840,000         | \$1,210,000 | \$6,050,000   | \$28,293,920   | 4                                | 22   | 162      | 1     | 16                    | 50 | 85                      | 52                        | 36    | 428         | 8             | 436     |       |
| 8    | 14190 | MVTA              | Burnsville Transit Station (BTS) Modernization-Elevator Installation |     | ✓       | \$656,000           | \$164,000   | \$820,000     | \$28,949,920   | 9                                | 41   | 167      | 22    | 37                    | 0  | 55                      | 24                        | 48    | 403         | 8             | 411     |       |
| 9    | 14295 | MVTA              | Eagan Transit Station (ETS) Modernization-Elevator Installation      |     | ✓       | \$440,000           | \$110,000   | \$550,000     | \$29,389,920   | 8                                | 30   | 51       | 22    | 31                    | 0  | 40                      | 19                        | 41    | 242         | 5             | 247     |       |

- 1A: Jobs and educational institutions
- 1B: Average number of weekday transit trips connected to project
- 2: Total existing riders
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4: Description of emissions reduced
- 5: Improvements/amenities for riders
- 6: Bicycle/pedestrian elements and connections
- 7: Risk assessment
- 8: Cost effectiveness

2020 Regional Solicitation Application Scoring

TDM

| Ranks | ID    | Applicant                       | Project Name   | Funding Information |           |           |                | 1. Role in Trans. System & Econ. | 2. Usage | 3. Equity / Housing |    | 4. Cong. Mit. AQ |     | 5. Innovation | 6. Risk Assessment |    | Total   | 7. CE | Grand Total |
|-------|-------|---------------------------------|--|---------------------|-----------|-----------|----------------|----------------------------------|----------|---------------------|----|------------------|-----|---------------|--------------------|----|---------|-------|-------------|
|       |       |                                 |  | Federal             | Match     | Total     | Fed Cumulative | 1                                | 2        | 3A                  | 3B | 4A               | 4B  | 5             | 6A                 | 6B | 0-1,000 | 7     | 0-1,100     |
| 1     | 14041 | MOVE Minnesota                  | Changing the School Commute: Shifting Youth to Transit Use   | \$452,700           | \$113,175 | \$565,875 | \$452,700      | 200                              | 53       | 23                  | 48 | 139              | 150 | 160           | 19                 | 15 | 807     | 85    | 892         |
| 2     | 14372 | Bicycle Alliance of Minnesota   | Expanding Adult Learn to Ride Bicycle classes and related programming from St. Paul and Minneapolis to inner suburbs | \$350,488           | \$147,600 | \$498,088 | \$803,188      | 160                              | 100      | 6                   | 48 | 150              | 77  | 65            | 24                 | 25 | 655     | 78    | 733         |
| 3     | 13996 | Cycling Without Age Twin Cities | CWA TC Short Trip Program  | \$236,856           | \$59,214  | \$296,070 | \$1,040,044    | 140                              | 45       | 0                   | 50 | 31               | 10  | 200           | 22                 | 0  | 498     | 100   | 598         |
| 4     | 14400 | Move Minneapolis                | Comprehensive Mode Share Measurement   | \$275,000           | \$69,094  | \$344,094 | \$1,315,044    | 120                              | 22       | 4                   | 48 | 50               | 0   | 90            | 25                 | 19 | 378     | 66    | 444         |

- 1: Ability to capitalize on existing facilities and resources
- 2: Users
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4A: Congested roadways in project area
- 4B: VMT reduction
- 5: Innovation and geographic expansion
- 6A: Technical capacity of applicant's organization
- 6B: Continuation after initial federal funding
- 7: Cost effectiveness



2020 Regional Solicitation Application Scoring

Prioritizing Criteria

**MULTIUSE TRAILS AND BICYCLE FACILITIES**

| Rank | ID    | Applicant       | Project Name  | Funding Information |             |              |                | Prioritizing Criteria            |          |                       |      |           |       |               | 7. CE | Grand Total |         |         |         |
|------|-------|-----------------|---|---------------------|-------------|--------------|----------------|----------------------------------|----------|-----------------------|------|-----------|-------|---------------|-------|-------------|---------|---------|---------|
|      |       |                 |   | Federal             | Match       | Total        | Fed Cumulative | 1. Role in Trans. System & Econ. | 2. Usage | 3. Equity and Housing |      | 4. Safety |       | 5. Multimodal |       |             | 6. Risk | Total   |         |
|      |       |                 |   |                     |             |              |                | 1                                | 2        | 3A                    | 3B   | 4A        | 4B    | 5             |       |             | 6       | 0-1,000 |         |
|      |       |                 |   |                     |             |              |                | 0-200                            | 0-200    | 0-70                  | 0-50 | 0-100     | 0-150 | 0-100         | 0-130 | 0-1,000     | 9       | 0-100   | 0-1,100 |
| 1    | 14160 | Minneapolis     | Hennepin/Dunwoody Protected Bikeway and Multiuse Trail                    | \$3,760,000         | \$940,000   | \$4,700,000  | \$3,760,000    | 200                              | 200      | 77                    | 48   | 100       | 145   | 70            | 89    | 929         | 14      |         | 943     |
| 2    | 14112 | St Paul         | Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction              | \$4,956,800         | \$1,239,200 | \$6,196,000  | \$8,716,800    | 200                              | 185      | 52                    | 48   | 100       | 125   | 65            | 98    | 873         | 10      |         | 883     |
| 3    | 14335 | St Paul         | Kellogg Blvd Capital City Bikeway - St. Peter to 7th Street               | \$5,500,000         | \$1,444,759 | \$6,944,759  | \$14,216,800   | 200                              | 111      | 51                    | 49   | 100       | 135   | 85            | 130   | 861         | 9       |         | 870     |
| 4    | 14115 | Burnsville      | I-35W Frontage Trail /I-35W Minnesota River Crossing                      | \$388,000           | \$97,000    | \$485,000    | \$14,604,800   | 200                              | 23       | 39                    | 48   | 100       | 110   | 70            | 114   | 704         | 100     |         | 804     |
| 5    | 13983 | Three Rivers PD | Bassett Creek Reg Trail Gap / Duluth St                                   | \$2,561,876         | \$640,469   | \$3,202,345  | \$17,166,676   | 175                              | 76       | 69                    | 35   | 100       | 100   | 100           | 114   | 769         | 17      |         | 786     |
| 6-T  | 14302 | Brooklyn Park   | 63rd Avenue Multiuse Trail  | \$744,000           | \$186,000   | \$930,000    | \$17,910,676   | 150                              | 60       | 73                    | 49   | 90        | 120   | 80            | 107   | 729         | 54      |         | 783     |
| 6-T  | 14350 | Washington Co   | Century-Greenway Trail  | \$825,865           | \$206,466   | \$1,032,331  | \$18,736,541   | 200                              | 40       | 53                    | 47   | 90        | 110   | 80            | 114   | 734         | 49      |         | 783     |
| 8    | 14131 | West St Paul    | CSAH 73 Oakdale Multiuse Trail  | \$1,785,600         | \$446,400   | \$2,232,000  | \$20,522,141   | 200                              | 60       | 71                    | 49   | 90        | 110   | 70            | 106   | 756         | 23      |         | 779     |
| 9    | 14026 | Coon Rapids     | Coon Creek Reg Trail and Bridge over Coon Rapids Blvd                     | \$2,400,000         | \$2,350,000 | \$4,750,000  | \$22,922,141   | 200                              | 31       | 44                    | 50   | 100       | 150   | 75            | 114   | 764         | 11      |         | 775     |
| 10   | 14287 | Chaska          | Circle the Brick Trail Connection   | \$1,245,632         | \$315,408   | \$1,561,040  | \$24,167,773   | 200                              | 23       | 39                    | 45   | 100       | 140   | 65            | 106   | 718         | 32      |         | 750     |
| 11   | 14062 | Minnetonka      | Hopkins Crossroad Multi-Use Trail   | \$2,364,700         | \$591,100   | \$2,955,800  | \$26,532,473   | 200                              | 37       | 30                    | 43   | 90        | 130   | 70            | 114   | 714         | 17      |         | 731     |
| 12   | 14113 | St Paul         | Point Douglas Regional Trail Phase 1                                      | \$5,040,930         | \$1,260,233 | \$6,301,163  | \$31,573,403   | 200                              | 39       | 71                    | 49   | 90        | 110   | 70            | 89    | 718         | 8       |         | 726     |
| 13   | 14092 | Ramsey Co       | Bruce Vento Regional Trail Extension                                      | \$4,688,000         | \$1,172,000 | \$5,860,000  | \$36,261,403   | 200                              | 51       | 29                    | 41   | 100       | 135   | 65            | 96    | 717         | 8       |         | 725     |
| 14   | 14097 | Burnsville      | Multiuse Trail Along Nicollet Avenue Between                              | \$760,000           | \$190,000   | \$950,000    | \$37,021,403   | 200                              | 35       | 27                    | 48   | 80        | 125   | 70            | 89    | 674         | 49      |         | 723     |
| 15   | 14367 | Woodbury        | Woodbury Gold Line Station Trail & Pedestrian Connections                 | \$1,113,500         | \$278,375   | \$1,391,875  | \$38,134,903   | 150                              | 53       | 29                    | 43   | 70        | 145   | 85            | 114   | 689         | 34      |         | 723     |
| 16   | 14322 | Anoka (City)    | City of Anoka T.H. 169/Ferry Street Underpass                             | \$1,440,000         | \$360,000   | \$1,800,000  | \$39,574,903   | 200                              | 49       | 28                    | 41   | 70        | 120   | 70            | 107   | 685         | 26      |         | 711     |
| 17   | 14341 | Inver Grove Hts | Inver Grove Heights Babcock Trail   | \$383,040           | \$95,760    | \$478,800    | \$39,957,943   | 175                              | 30       | 28                    | 35   | 80        | 110   | 90            | 73    | 621         | 89      |         | 710     |
| 18   | 14389 | Washington Co   | Valley Creek Road Multiuse Trail Project                                  | \$508,000           | \$127,000   | \$635,000    | \$40,465,943   | 200                              | 51       | 23                    | 44   | 70        | 75    | 70            | 99    | 632         | 69      |         | 701     |
| 19   | 13971 | Dakota Co       | MN River Regional Greenway - Ft Snelling State                            | \$3,777,940         | \$944,485   | \$4,722,425  | \$44,243,883   | 200                              | 29       | 22                    | 43   | 80        | 115   | 65            | 130   | 684         | 10      |         | 694     |
| 20   | 14057 | Fridley         | 53rd Avenue Trail and Sidewalk  | \$1,843,313         | \$460,829   | \$2,304,142  | \$46,087,196   | 125                              | 51       | 44                    | 39   | 90        | 110   | 75            | 130   | 664         | 20      |         | 684     |
| 21   | 14073 | Dakota Co       | TH 149 Trail and Underpass  | \$2,104,100         | \$526,025   | \$2,630,125  | \$48,191,296   | 200                              | 29       | 23                    | 17   | 90        | 115   | 80            | 98    | 652         | 17      |         | 669     |
| 22   | 14175 | Anoka Co        | MRRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements        | \$1,832,000         | \$458,000   | \$2,290,000  | \$50,023,296   | 150                              | 43       | 21                    | 38   | 90        | 90    | 85            | 130   | 647         | 19      |         | 666     |
| 23   | 14342 | Farmington      | North Creek Greenway Regional Trail - Downtown Farmington to 195th Street | \$1,411,200         | \$352,800   | \$1,764,000  | \$51,434,496   | 175                              | 28       | 24                    | 29   | 100       | 135   | 75            | 73    | 639         | 25      |         | 664     |
| 24-T | 14034 | Bloomington     | Normandale Boulevard Multiuse Trail                                       | \$4,000,000         | \$1,476,128 | \$5,476,128  | \$55,434,496   | 175                              | 40       | 28                    | 47   | 90        | 120   | 80            | 73    | 653         | 8       |         | 661     |
| 24-T | 14290 | Arden Hills     | Mounds View High School Trail   | \$974,936           | \$243,734   | \$1,218,670  | \$56,409,432   | 200                              | 29       | 51                    | 13   | 60        | 120   | 55            | 98    | 626         | 35      |         | 661     |
| 26   | 14072 | Dakota Co       | Rosemount CSAH 42 Multiuse Trail and Underpass                            | \$2,480,000         | \$620,000   | \$3,100,000  | \$58,889,432   | 175                              | 17       | 11                    | 38   | 100       | 110   | 80            | 106   | 637         | 14      |         | 651     |
| 27   | 14070 | Scott Co        | Merriam Junction Trail  | \$5,500,000         | \$4,900,000 | \$10,400,000 | \$64,389,432   | 175                              | 9        | 19                    | 8    | 100       | 150   | 80            | 81    | 622         | 4       |         | 626     |
| 28   | 14104 | Lino Lakes      | Main Street (CSAH 14)/Central Anoka County Regional Trail                 | \$976,000           | \$244,000   | \$1,220,000  | \$65,365,432   | 175                              | 16       | 38                    | 22   | 90        | 120   | 55            | 73    | 589         | 33      |         | 622     |
| 29   | 13972 | Shakopee        | TH 169 Bridge/Quarry Lake Trail   | \$3,139,200         | \$784,800   | \$3,924,000  | \$68,504,632   | 175                              | 10       | 12                    | 47   | 80        | 110   | 75            | 98    | 607         | 11      |         | 618     |
| 30   | 14404 | Washington Co   | CSAH 32 Multiuse Trail  | \$928,000           | \$232,000   | \$1,160,000  | \$69,432,632   | 125                              | 23       | 24                    | 38   | 90        | 110   | 70            | 99    | 579         | 34      |         | 613     |
| 31   | 14063 | Carver Co       | MN River Bluffs Regional Trail  | \$1,594,720         | \$398,680   | \$1,993,400  | \$71,027,352   | 200                              | 20       | 24                    | 16   | 80        | 75    | 75            | 98    | 588         | 20      |         | 608     |
| 32   | 14349 | Minneapolis     | 22nd Avenue Pedestrian and Bicycle Bridge Replacement                     | \$3,145,000         | \$786,250   | \$3,931,250  | \$74,172,352   | 50                               | 105      | 48                    | 48   | 100       | 90    | 85            | 70    | 596         | 11      |         | 607     |
| 33   | 14161 | Cottage Grove   | 70th Street (CSAH 22) Pedestrian Underpass                                | \$1,389,690         | \$347,425   | \$1,737,115  | \$75,562,042   | 125                              | 30       | 44                    | 32   | 70        | 110   | 75            | 78    | 564         | 22      |         | 586     |
| 34   | 14085 | Apple Valley    | Apple Valley CSAH 38 Trail  | \$4,000,000         | \$1,000,000 | \$5,000,000  | \$79,562,042   | 175                              | 46       | 32                    | 44   | 70        | 75    | 70            | 60    | 572         | 8       |         | 580     |
| 35   | 14297 | Arden Hills     | Old Snelling Trail Extension  | \$1,692,160         | \$423,040   | \$2,115,200  | \$81,254,202   | 150                              | 29       | 23                    | 13   | 70        | 110   | 55            | 98    | 548         | 18      |         | 566     |
| 36   | 14162 | Cottage Grove   | Keats Avenue (CSAH 19) Underpass at Ravine Regional Park                  | \$1,793,936         | \$448,485   | \$2,242,421  | \$83,048,138   | 125                              | 10       | 22                    | 32   | 60        | 110   | 80            | 54    | 493         | 15      |         | 508     |
| 37   | 14336 | Rogers          | Rogers High School and Middle School Pedestrian Tunnel                    | \$1,083,331         | \$270,833   | \$1,354,164  | \$84,131,469   | 50                               | 12       | 20                    | 8    | 70        | 120   | 90            | 98    | 468         | 24      |         | 492     |

Underlined scores in Measure 3A received the bonus for achieving 80% of points.

- 1: Location relative to Regional Bicycle Transportation Network
- 2: Existing population within 1 mile
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4A: Gaps closed / barriers removed and/or continuity between jurisdictions improved
- 4B: Deficiencies corrected or safety problems addressed
- 5: Transit or pedestrian elements or connections
- 6: Risk assessment
- 7: Cost effectiveness

2020 Regional Solicitation Application Scoring

Prioritizing Criteria

**PEDESTRIAN FACILITIES**

| Rank | ID    | Applicant       | Project Name  | Funding Information |             |             |                | Prioritizing Criteria            |          |                       |          |           |       |               |         |            | 7. CE | Grand Total |
|------|-------|-----------------|---|---------------------|-------------|-------------|----------------|----------------------------------|----------|-----------------------|----------|-----------|-------|---------------|---------|------------|-------|-------------|
|      |       |                 |   | Federal             | Match       | Total       | Fed Cumulative | 1. Role in Trans. System & Econ. | 2. Usage | 3. Equity and Housing |          | 4. Safety |       | 5. Multimodal | 6. Risk | Total      |       |             |
|      |       |                 |   |                     |             |             |                | 1                                | 2        | 3A                    | 3B       | 4A        | 4B    | 5             | 6       | 0-1,000    |       |             |
|      |       |                 |   |                     |             |             |                | 0-150                            | 0-150    | 70                    | 50       | 0-120     | 0-180 | 0-150         | 0-130   |            | 7     | 0-1,100     |
| 1    | 14095 | Minneapolis     | Phillips Neighborhood Pedestrian Safety Improvements  | \$1,000,000         | \$608,000   | \$1,608,000 | \$1,000,000    | 150                              | 150      | <u>85</u>             | 49       | 85        | 135   | 150           | 104     | <b>908</b> | 39    | 947         |
| 2    | 13987 | Hennepin Co     | Accessibility improvements to complement BRT/LRT projects   | \$1,000,000         | \$265,000   | \$1,265,000 | \$2,000,000    | 150                              | 50       | 37                    | 50       | 85        | 125   | 63            | 49      | <b>609</b> | 33    | 642         |
| 3    | 14355 | St. Paul        | Burns Avenue Sidewalk Infill - White Bear Avenue to McKnight Road                                     | \$1,000,000         | \$250,000   | \$1,250,000 | \$3,000,000    | 47                               | 60       | 41                    | 46       | 110       | 165   | 54            | 49      | <b>572</b> | 31    | 603         |
| 4    | 14288 | Chaska          | Highway 41 Pedestrian Improvements in Historic Downtown Chaska  | \$1,000,000         | \$754,000   | \$1,754,000 | \$4,000,000    | 45                               | 33       | 20                    | 50       | 110       | 180   | 23            | 104     | <b>565</b> | 22    | 587         |
| 5    | 14356 | Inver Grove Hts | Inver Grove Heights ADA Ped Ramp Improvements   | \$250,240           | \$62,560    | \$312,800   | \$4,250,240    | 51                               | 70       | 9                     | 42       | 75        | 50    | 35            | 125     | <b>457</b> | 100   | 557         |
| 6    | 14129 | Ramsey Co       | Maple Street/I-94 Pedestrian Bridge Replacement   | \$1,000,000         | \$3,858,000 | \$4,858,000 | \$5,250,240    | 43                               | 43       | 12                    | 47       | 110       | 80    | 40            | 130     | <b>505</b> | 7     | 512         |
| 7    | 14091 | Oakdale         | Multiuse Sidewalk on the west side of Greenway Avenue North from Hudson Boulevard to 7th Street North | \$400,000           | \$100,000   | \$500,000   | \$5,650,240    | 43                               | 27       | 14                    | 45       | 120       | 75    | 40            | 78      | <b>442</b> | 61    | 503         |
| 8    | 14363 | Washington Co   | CSAH 12 Pedestrian Facility   | \$256,800           | \$64,200    | \$321,000   | \$5,907,040    | 8                                | 12       | 16                    | <u>9</u> | 110       | 60    | 35            | 121     | <b>386</b> | 82    | 468         |

- 1: Connection to jobs and educational institutions
- 2: Existing population within 1/2 mile
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4A: Gaps and barriers
- 4B: Deficiencies and safety
- 5: Transit or bicycle elements and connections
- 6: Risk assessment
- 7: Cost effectiveness

Underlined scores in Measure 3A received the bonus for achieving 80% of points.  
Underlined scores in Measure 3B "held harmless" due to no affordable housing need.

2020 Regional Solicitation Application Scoring

**SAFE ROUTES TO SCHOOL INFRASTRUCTURE**

Prioritizing Criteria

| Rank | ID    | Applicant        | Project Name   | Funding Information |           |             |                | Prioritizing Criteria    |       |          |      |               |      |           |       |                        |      | 6. CE  | Grand Total |         |
|------|-------|------------------|--|---------------------|-----------|-------------|----------------|--------------------------|-------|----------|------|---------------|------|-----------|-------|------------------------|------|--------|-------------|---------|
|      |       |                  |  | Federal             | Match     | Total       | Fed Cumulative | 1. SRTS Program Elements |       | 2. Usage |      | 3. Equity and |      | 4. Safety |       | 5. Public Engagement / |      |        |             | Total   |
|      |       |                  |  |                     |           |             |                | 1A                       | 1B    | 2A       | 2B   | 3A            | 3B   | 4A        | 4B    | 5A                     | 5B   |        |             |         |
|      |       |                  |  |                     |           |             |                | 0-150                    | 0-100 | 0-170    | 0-80 | 0-70          | 0-50 | 0-100     | 0-150 | 0-45                   | 0-85 | 0-1000 | 6           | 0-1,100 |
| 1    | 14393 | Columbia Heights | 49th Avenue Area SRTS Improvements                       | \$484,400           | \$121,100 | \$605,500   | \$484,400      | 105                      | 100   | 125      | 80   | 46            | 31   | 100       | 100   | 30                     | 85   | 802    | 100         | 902     |
| 2    | 14133 | West St. Paul    | Bidwell Street Sidewalk Improvements                     | \$640,000           | \$160,000 | \$800,000   | \$1,124,400    | 150                      | 100   | 82       | 20   | 47            | 46   | 90        | 138   | 40                     | 81   | 794    | 75          | 869     |
| 3    | 14362 | Chaska           | MN 41 Safe Routes to School Pedestrian Underpass Project | \$933,360           | \$233,340 | \$1,166,700 | \$2,057,760    | 124                      | 50    | 26       | 27   | <u>67</u>     | 46   | 95        | 150   | 45                     | 81   | 711    | 46          | 757     |
| 4    | 14045 | Minneapolis      | Green Central Safe Routes to School Improvements         | \$1,000,000         | \$991,000 | \$1,991,000 | \$3,057,760    | 108                      | 75    | 170      | 19   | <u>90</u>     | 50   | 40        | 100   | 20                     | 46   | 718    | 27          | 745     |
| 5    | 14358 | St. Paul         | Crossroads Elementary SRTS                               | \$720,000           | \$180,000 | \$900,000   | \$3,777,760    | 138                      | 75    | 23       | 6    | 45            | 49   | 75        | 100   | 35                     | 60   | 606    | 51          | 657     |
| 6    | 13973 | Mahtomedi        | Warner Road and 72nd Street North SRTS Improvements      | \$335,583           | \$83,896  | \$419,479   | \$4,113,343    | 141                      | 100   | 28       | 17   | 46            | 28   | 30        | 76    | 25                     | 65   | 556    | 100         | 656     |

- 1A: 5 Es of SRTS program
- 1B: Completion of Safe Routes to School Plan or local plan
- 2A: Average share of student population that bikes or walks
- 2B: Student population within school's walkshed
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4A: Gaps and barriers
- 4B: Deficiencies and safety
- 5A: Public engagement process
- 5B: Risk assessment
- 6: Cost effectiveness

Underlined scores in Measure 3A received the bonus for achieving 80% of points.