

2014 Regional Solicitation Application Scoring

ROADWAY EXPANSION

| | | | | | | | | | | | Prioritizing Criteria | | | | | | | | | | | | | | |
|-----------------|---------------------|---|---------------|------|------------|----------------|----------------------|----------------|---------------|----------------|----------------------------------|------|------|----------|------|-----------------------|-----------|--------|---------------------------|------|-----------|---------------|------|------------|------------|
| | | | | | | | | | | | 1. Role in Trans. System & Econ. | | | 2. Usage | | 3. Equity and Housing | | 4. Age | 5. Congestion/Air Quality | | 6. Safety | 7. Multimodal | | 8. Risk A. | Total |
| | | | | | | | | | | | 1A | 1B | 1C | 2A | 2B | 3A | 3B* | 4 | 5A | 5B | 6 | 7A/7B | 7C | 8 | 0-1,000 |
| | | | | | | | | | | | 0-90 | 0-65 | 0-20 | 0-110 | 0-65 | 0-30 | 0-70 | 0-75 | 0-100 | 0-50 | 0-150 | 0-50 | 0-50 | 0-75 | |
| ID | Applicant | Project Name | Funct Class | Year | Inflati on | Federal | Fed. (Inflation Adj) | Fed Cum | Match | Total | | | | | | | | | | | | | | | |
| 2003 | Scott County | TH 169 and TH 41 Interchange | NFPA | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 7,560,000 | \$ 14,020,000 | \$ 21,020,000 | 65 | 65 | 12 | 105 | 63 | 16 | 48 | 75 | 84 | 23 | 44 | 10 | 20 | 61 | 690 |
| 2251 | Eagan | Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway in Eagan | Expander | 2017 | 1.04 | \$ 3,600,000 | \$ 3,744,000 | \$ 11,304,000 | \$ 900,000 | \$ 4,500,000 | 17 | 16 | 20 | 95 | 58 | 11 | 59 | 56 | 61 | 0 | 150 | 35 | 20 | 52 | 649 |
| 2179 | Washington County | Trunk Highway 36/Hadley Avenue (CSAH 35) Interchange Project | NFPA | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 18,864,000 | \$ 4,100,000 | \$ 11,500,000 | 26 | 8 | 12 | 100 | 23 | 16 | 53 | 75 | 97 | 38 | 39 | 30 | 40 | 57 | 612 |
| 2240 | Dakota County | CSAH 42/TH 52 Interchange | NFPA | 2017 | 1.04 | \$ 7,000,000 | \$ 7,280,000 | \$ 26,144,000 | \$ 3,000,000 | \$ 10,000,000 | 90 | 9 | 12 | 50 | 53 | 5 | 44 | 41 | 88 | 0 | 129 | 5 | 10 | 61 | 595 |
| 2089 | Washington County | Washington County CSAH 13 Expansion & Multi-Modal Improvements | Expander | 2019 | 1.08 | \$ 2,636,800 | \$ 2,847,744 | \$ 28,991,744 | \$ 659,200 | \$ 3,296,000 | 33 | 3 | 12 | 110 | 38 | 18 | 55 | 47 | 73 | 11 | 31 | 45 | 40 | 66 | 580 |
| 2043 | Hennepin County | CSAH 81 (Bottineau Boulevard) Expansion | Expander | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 38,671,744 | \$ 9,800,000 | \$ 16,800,000 | 13 | 42 | 20 | 90 | 33 | 19 | 44 | 75 | 77 | 9 | 18 | 50 | 30 | 39 | 559 |
| 2265 | Dakota County | Roundabout- proposed traffic control revision at the intersection of TH 3 and CSAH 26 | Expander | 2018 | 1.06 | \$ 2,000,000 | \$ 2,120,000 | \$ 31,111,744 | \$ 500,000 | \$ 2,500,000 | 40 | 3 | 20 | 40 | 30 | 11 | 52 | 75 | 99 | 44 | 54 | 10 | 15 | 61 | 554 |
| 2286 | Bloomington | East Bush Lake Road I-494 Westbound Entrance Ramp | Reliever | 2017 | 1.04 | \$ 7,000,000 | \$ 7,280,000 | \$ 45,951,744 | \$ 8,280,100 | \$ 15,280,100 | 60 | 11 | 20 | 70 | 25 | 9 | 56 | 75 | 96 | 29 | 3 | 20 | 10 | 63 | 547 |
| 2294 | Anoka County | CSAH 78 Expansion from 139th Ln to CSAH 18 | Expander | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 53,511,744 | \$ 4,604,000 | \$ 11,604,000 | 51 | 42 | 12 | 80 | 43 | 11 | 34 | 33 | 89 | 16 | 47 | 10 | 15 | 61 | 543 |
| 1984 | Carver County | Trunk Highway 41 Expansion | Expander | 2018 | 1.06 | \$ 7,000,000 | \$ 7,420,000 | \$ 60,931,744 | \$ 2,639,000 | \$ 9,639,000 | 47 | 9 | 20 | 85 | 18 | 16 | 46 | 56 | 97 | 32 | 48 | 20 | 15 | 32 | 540 |
| 2237 | Dakota County | CSAH 28 Connector | Expander | 2017 | 1.04 | \$ 5,611,760 | \$ 5,836,230 | \$ 66,767,974 | \$ 1,402,940 | \$ 7,014,700 | 13 | 21 | 20 | 20 | 15 | 9 | 52 | 75 | 95 | 27 | 72 | 15 | 20 | 56 | 510 |
| 2001 | Scott County | CSAH 27 Reconstruction | Expander | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 74,327,974 | \$ 2,909,400 | \$ 9,909,400 | 90 | 13 | 12 | 30 | 28 | 12 | 35 | 75 | 71 | 7 | 34 | 20 | 20 | 62 | 509 |
| 2223 | Richfield | 77th Street TH 77 Underpass | Reliever | 2017 | 1.04 | \$ 7,000,000 | \$ 7,280,000 | \$ 81,607,974 | \$ 8,000,000 | \$ 15,000,000 | 90 | 14 | 20 | 10 | 35 | 23 | 54 | 0 | 100 | 0 | 16 | 40 | 35 | 71 | 507 |
| 2002 | Scott County | CSAH 16 Reconstruction | Reliever | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 89,167,974 | \$ 2,428,000 | \$ 9,428,000 | 90 | 4 | 20 | 35 | 40 | 16 | 43 | 70 | 26 | 4 | 33 | 20 | 20 | 65 | 486 |
| 2098 | Maple Grove | CSAH 610 | Expander | 2017 | 1.04 | \$ 7,000,000 | \$ 7,280,000 | \$ 96,447,974 | \$ 10,500,000 | \$ 17,500,000 | 31 | 5 | 12 | 75 | 65 | 8 | 49 | 6 | 83 | 19 | 7 | 20 | 20 | 75 | 475 |
| 1983 | Carver County | TH 212 Expansion | NFPA | 2018 | 1.06 | \$ 7,000,000 | \$ 7,420,000 | \$ 103,867,974 | \$ 4,825,000 | \$ 11,825,000 | 72 | 19 | 12 | 65 | 55 | 11 | 33 | 75 | 29 | 1 | 17 | 15 | 10 | 57 | 471 |
| 1985 | Carver County | CSAH 10 (Chaska) Expansion | Expander | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 111,427,974 | \$ 2,428,000 | \$ 9,428,000 | 41 | 12 | 12 | 60 | 48 | 16 | 46 | 23 | 87 | 13 | 39 | 5 | 25 | 42 | 467 |
| 2297 | Anoka County | CSAH 116 (Bunker Lake Boulevard) between | Reliever | 2018 | 1.06 | \$ 6,000,000 | \$ 6,360,000 | \$ 117,787,974 | \$ 1,500,000 | \$ 7,500,000 | 60 | 32 | 12 | 55 | 10 | 9 | 32 | 23 | 98 | 40 | 9 | 20 | 10 | 53 | 462 |
| 2216 | Chanhasen | TH 101 Expansion | Expander | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 125,347,974 | \$ 6,500,000 | \$ 13,500,000 | 0 | 2 | 12 | 15 | 50 | 8 | 31 | 75 | 96 | 29 | 42 | 20 | 15 | 61 | 455 |
| 2136 | St. Paul | Pierce Butler Route East Extension - Phase II | Augmentor | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 132,907,974 | \$ 5,333,050 | \$ 12,333,050 | 90 | 15 | 20 | - | 45 | 19 | 70 | 0 | 2 | 50 | 0 | 30 | 50 | 61 | 451 |
| 2238 | Rogers | Rogers - CSAH 116 Extension to CSAH 81 | Expander | 2019 | 1.08 | \$ 2,929,990 | \$ 3,164,389 | \$ 136,072,364 | \$ 732,498 | \$ 3,662,488 | 60 | 4 | 0 | 45 | 60 | 6 | 29 | 0 | 77 | 25 | 6 | 5 | 15 | 36 | 368 |
| 2004 | Scott County | CSAH 42 Reconstruction | Expander | 2019 | 1.08 | \$ 5,269,600 | \$ 5,691,168 | \$ 141,763,532 | \$ 1,317,400 | \$ 6,587,000 | 75 | 12 | 12 | 25 | 20 | 14 | 42 | 56 | 0 | 0 | 26 | 20 | 20 | 42 | 363 |
| 2293 | Anoka County | Anoka County CSAH 54 Expansion | Reliever | 2018 | 1.06 | \$ 3,247,440 | \$ 3,442,286 | \$ 145,205,818 | \$ 811,860 | \$ 4,059,300 | 0 | 6 | 12 | 5 | 13 | 9 | 15 | 75 | 3 | 2 | 2 | 20 | 15 | 44 | 220 |
| 2112 | St. Paul | Prince Street Extension to Kittson / Trout Brook | PA | | | | | | | | Disqualified | | | | | | | | | | | | | | |
| TOTAL | | | | | | \$ 136,295,590 | | | \$ 97,190,448 | \$ 233,886,038 | | | | | | | | | | | | | | | |

Measures Key

| | |
|----|--|
| 1A | Role in Regional Economy |
| 1B | Current daily heavy commercial traffic |
| 1C | Connections to job concentrations, manufacturing locations, educational institutions, and activity centers |
| 2A | Current daily person throughput |
| 2B | Forecast average daily traffic volume |
| 3A | Connection to disadvantaged populations and project's benefits, impacts, and mitigation |
| 3B | Housing Performance Score |
| 4 | Date of Construction and remaining useful life |
| 5A | Cost effectiveness (vehicle delay) |
| 5B | Cost effectiveness (emissions reduction) |
| 6 | Safety cost effectiveness |
| 7A | Ridership of transit routes directly/indirectly connected to project |
| 7B | Bicycle and Pedestrian Connections |
| 7C | Transit, bicycle, or pedestrian elements |
| 8 | Risk Assessment |

***BOLD** numbers in measure 3B: The project is located in an area with no allocation of affordable housing need. As written in the scoring instructions, the score for this measure was based on the how well it scored in the rest of application. The total points possible in the application were 930 instead of 1,000, when removing the 70 points for this measure. The total points awarded through the rest of application were divided by 930, then multiplied by 1,000 to make it consistent with the other applications.

2014 Regional Solicitation Application Scoring

ROADWAY RECONSTRUCTION/MODERNIZATION

| | | | | | | | | | | | Prioritizing Criteria | | | | | | | | | | | | | | | | |
|-------|---------------------|--|------------------|------|---------------|---------------------|--------------------------|----------------|---------------|----------------|----------------------------------|----|----|----------|----|-----------------------|-----------|--------|-----|----------------------|----|-----------|------|---------------|----|------------|-------|
| ID | Applicant | Project Name | Functional Class | Year | Inflation Adj | Funding Information | | | | | 1. Role in Trans. System & Econ. | | | 2. Usage | | 3. Equity and Housing | | 4. Age | | 5. Congestion/Air Q. | | 6. Safety | | 7. Multimodal | | 8. Risk A. | Total |
| | | | | | | Federal | Federal (Inflation Adj.) | Fed Cum | Match | Total | 1A | 1B | 1C | 2A | 2B | 3A | 3B* | 4A | 4B | 5A | 5B | 6 | 7A/B | 7C | 8 | 0-1,000 | |
| 1952 | Hennepin County | CSAH 3 (Lake Street) Reconstruction | Augmentor | 2018 | 1.06 | \$ 2,844,000 | \$ 3,014,640 | \$ 3,014,640 | \$ 711,000 | \$ 3,555,000 | 73 | 62 | 20 | 105 | 48 | 30 | 69 | 50 | 86 | 4 | 13 | 110 | 50 | 45 | 62 | 826 | |
| 2186 | Minneapolis | 8th Street South Reconstruction | Reliever | 2019 | 1.08 | \$ 6,445,000 | \$ 6,960,600 | \$ 9,975,240 | \$ 2,520,000 | \$ 8,965,000 | 90 | 39 | 20 | 75 | 23 | 21 | 69 | 50 | 92 | 0 | 0 | 77 | 50 | 50 | 68 | 724 | |
| 2020 | Ramsey County | Interstate Highway 94/Dale Street Interchange Reconstruction | Augmentor | 2019 | 1.08 | \$ 5,565,626 | \$ 6,010,876 | \$ 15,986,116 | \$ 1,391,406 | \$ 6,957,032 | 56 | 37 | 20 | 85 | 18 | 23 | 70 | 49 | 92 | 12 | 16 | 55 | 50 | 50 | 56 | 688 | |
| 2187 | Minneapolis | Broadway Street NE Reconstruction | Reliever | 2018 | 1.06 | \$ 3,265,600 | \$ 3,461,536 | \$ 19,447,652 | \$ 816,400 | \$ 4,082,000 | 39 | 46 | 20 | 55 | 15 | 14 | 69 | 47 | 83 | 0 | 0 | 150 | 35 | 45 | 66 | 684 | |
| 2006 | Scott County | CSAH 42 and TH 13 Intersection Reconstruction | NFPA | 2018 | 1.06 | \$ 5,600,000 | \$ 5,936,000 | \$ 25,383,652 | \$ 1,400,000 | \$ 7,000,000 | 90 | 51 | 12 | 90 | 63 | 7 | 37 | 26 | 91 | 6 | 8 | 73 | 29 | 20 | 69 | 671 | |
| 2217 | Dakota County | CSAH 26 (Lone Oak Road) and CSAH 43 (Lexington Avenue) Intersection Improvements | Reliever | 2018 | 1.06 | \$ 2,000,000 | \$ 2,120,000 | \$ 27,503,652 | \$ 500,000 | \$ 2,500,000 | 13 | 23 | 20 | 95 | 58 | 5 | 59 | 20 | 88 | 50 | 25 | 90 | 43 | 35 | 45 | 668 | |
| 2134 | Brooklyn Center EDA | Brooklyn Boulevard Reconstruction/Modernization | Reliever | 2018 | 1.06 | \$ 7,000,000 | \$ 7,420,000 | \$ 34,923,652 | \$ 2,310,000 | \$ 9,310,000 | 26 | 9 | 20 | 100 | 35 | 23 | 24 | 30 | 91 | 5 | 7 | 135 | 45 | 45 | 72 | 667 | |
| 2171 | Ramsey County | White Bear Avenue (CSAH 65) Reconstruction- I-94 to Beech Street | Augmentor | 2017 | 1.04 | \$ 3,130,210 | \$ 3,255,418 | \$ 38,179,070 | \$ 782,553 | \$ 3,912,763 | 90 | 11 | 20 | 80 | 38 | 12 | 70 | 50 | 86 | 23 | 8 | 40 | 43 | 35 | 53 | 659 | |
| 2105 | Champlin | US 169 in Champlin | NFPA | 2019 | 1.08 | \$ 6,473,147 | \$ 6,990,999 | \$ 45,170,069 | \$ 1,618,287 | \$ 8,091,434 | 42 | 65 | 20 | 110 | 55 | 8 | 40 | 50 | 85 | 6 | 10 | 24 | 29 | 45 | 58 | 647 | |
| 2007 | Scott County | CSAH 21 and TH 13 Intersection Reconstruction | Expander | 2019 | 1.08 | \$ 6,000,000 | \$ 6,480,000 | \$ 51,650,069 | \$ 1,500,000 | \$ 7,500,000 | 90 | 36 | 12 | 65 | 60 | 7 | 37 | 25 | 93 | 35 | 20 | 16 | 29 | 35 | 69 | 629 | |
| 2296 | Anoka County | CSAH 11 Reconstruction from CSAH 1 to CSAH 3 | Expander | 2019 | 1.08 | \$ 7,000,000 | \$ 7,560,000 | \$ 59,210,069 | \$ 10,901,000 | \$ 17,901,000 | 28 | 35 | 20 | 50 | 65 | 10 | 64 | 26 | 98 | 2 | 1 | 8 | 35 | 35 | 75 | 551 | |
| 2011 | Hennepin County | CSAH 3 (Excelsior Boulevard) Reconstruction | Reliever | 2019 | 1.08 | \$ 5,520,000 | \$ 5,961,600 | \$ 65,171,669 | \$ 1,380,000 | \$ 6,900,000 | 51 | 33 | 20 | 70 | 50 | 12 | 54 | 50 | 80 | 2 | 6 | 40 | 35 | 20 | 28 | 551 | |
| 1987 | Carver County | Carver County CSAH 13 Reconstruction | Expander | 2018 | 1.06 | \$ 5,396,000 | \$ 5,719,760 | \$ 70,891,429 | \$ 1,349,000 | \$ 6,745,000 | 83 | 31 | 12 | 40 | 20 | 8 | 36 | 50 | 100 | 1 | 17 | 12 | 29 | 35 | 45 | 518 | |
| 2005 | Scott County | CSAH 8 Reconstruction | Connector | 2019 | 1.08 | \$ 4,400,000 | \$ 4,752,000 | \$ 75,643,429 | \$ 1,100,000 | \$ 5,500,000 | 75 | 19 | 0 | 25 | 45 | 4 | 35 | 45 | 90 | 1 | 3 | 59 | 21 | 20 | 69 | 511 | |
| 1986 | Carver County | CSAH 10 (Waconia) Reconstruction | Expander | 2017 | 1.04 | \$ 7,000,000 | \$ 7,280,000 | \$ 82,923,429 | \$ 3,110,000 | \$ 10,110,000 | 40 | 43 | 12 | 35 | 53 | 8 | 44 | 35 | 92 | 5 | 10 | 20 | 29 | 25 | 42 | 492 | |
| 2192 | Ramsey County | Ramsey County Road C (CSAH 23)/Hennepin CSAH 94 (29th Ave. NE) Reconstruction | Augmentor | 2019 | 1.08 | \$ 4,496,848 | \$ 4,856,596 | \$ 87,780,025 | \$ 1,124,213 | \$ 5,621,061 | 51 | 30 | 20 | 60 | 40 | 0 | 55 | 35 | 85 | 11 | 15 | 0 | 26 | 20 | 45 | 492 | |
| 2295 | Anoka County | CSAH 56 Railroad Grade Separation | Expander | 2018 | 1.06 | \$ 7,000,000 | \$ 7,420,000 | \$ 95,200,025 | \$ 4,725,000 | \$ 11,725,000 | 21 | 65 | 20 | 45 | 43 | 7 | 56 | 10 | 81 | 4 | 6 | 1 | 43 | 35 | 45 | 481 | |
| 2290 | Washington County | CSAH 21/Stagecoach Trail | Connector | 2019 | 1.08 | \$ 4,800,000 | \$ 5,184,000 | \$ 100,384,025 | \$ 1,200,000 | \$ 6,000,000 | 29 | 20 | 20 | 30 | 33 | 6 | 26 | 50 | 90 | 0 | 0 | 6 | 36 | 20 | 30 | 396 | |
| 2156 | Dakota County | CSAH 86 from CSAH 23 to TH 3 in Dakota County | Connector | 2019 | 1.08 | \$ 3,200,000 | \$ 3,456,000 | \$ 103,840,025 | \$ 850,000 | \$ 4,050,000 | 90 | 17 | 12 | 20 | 30 | 4 | 27 | 50 | 90 | 0 | 0 | 21 | 14 | 10 | 4 | 389 | |
| 2157 | Dakota County | CSAH 86 from TH 3 to CSAH 47 in Dakota County MN | Connector | 2018 | 1.06 | \$ 5,500,000 | \$ 5,830,000 | \$ 109,670,025 | \$ 1,375,000 | \$ 6,875,000 | 71 | 13 | 12 | 10 | 25 | 4 | 26 | 50 | 91 | 0 | 0 | 27 | 14 | 10 | 26 | 380 | |
| 2241 | Dakota County | Reconstruction of CSAH 23 from Eveleth Ave. to CSAH 86 in Greenvale Township | Connector | 2018 | 1.06 | \$ 7,000,000 | \$ 7,420,000 | \$ 117,090,025 | \$ 2,000,000 | \$ 9,000,000 | 51 | 5 | 0 | 15 | 28 | 3 | 23 | 50 | 86 | 0 | 0 | 28 | 14 | 10 | 24 | 336 | |
| TOTAL | | | | | | \$ 109,636,431 | | | \$ 42,663,859 | \$ 152,300,290 | | | | | | | | | | | | | | | | | |

| Measures Key | |
|--------------|--|
| 1A | Role in Regional Economy |
| 1B | Current daily heavy commercial traffic |
| 1C | Connections to job concentrations, manufacturing locations, educational institutions, and activity centers |
| 2A | Current daily person throughput |
| 2B | Forecast average daily traffic volume |
| 3A | Connection to disadvantage populations and project's benefits, impacts, and mitigation |
| 3B | Housing Performance Score |
| 4A | Date of Construction and remaining useful life |
| 4B | Infrastructure Deficiencies |
| 5A | Cost effectiveness (vehicle delay) |
| 5B | Cost effectiveness (emissions reduction) |
| 6 | Safety cost effectiveness |
| 7A | Ridership of transit routes directly/indirectly connected to project |
| 7B | Bicycle and Pedestrian Connections |
| 7C | Transit, bicycle, or pedestrian elements |
| 8 | Risk Assessment |

BOLD numbers in measure 3B: The project is located in an area with no allocation of affordable housing need. As written in the scoring instructions, the score for this measure was based on the how well it scored in the rest of application. The total points possible in the application were 930 instead of 1,000, when removing the 70 points for this measure. The total points awarded through the rest of application were divided by 930, then multiplied by 1,000 to make it consistent with the other applications.

2014 Regional Solicitation Application Scoring

ROADWAY SYSTEM MANAGEMENT

| | | | | | | | | | | Prioritizing Criteria | | | | | | | | | | | | | | |
|-------|---------------|---|------|---------------|---------------|-------------------------|---------------|--------------|---------------|----------------------------------|------|------|----------|------|-----------------------|------|--------|------------------------|------|-----------|---------------|------|---------|---------|
| | | | | | | | | | | 1. Role in Trans. System & Econ. | | | 2. Usage | | 3. Equity and Housing | | 4. Age | 5. Congestion / Air Q. | | 6. Safety | 7. Multimodal | | 8. Risk | Total |
| | | | | | | | | | | 1A | 1B | 1C | 2A | 2B | 3A | 3B | 4 | 5A | 5B | 6 | 7A/B | 7C | 8 | |
| | | | | | | | | | | 0-65 | 0-40 | 0-20 | 0-85 | 0-40 | 0-30 | 0-70 | 0-75 | 0-150 | 0-50 | 0-200 | 0-50 | 0-50 | 0-75 | 0-1,000 |
| ID | Applicant | Project Name | Year | Inflation Adj | Federal | Federal (Inflation Adj) | Fed Cum | Match | Total | | | | | | | | | | | | | | | |
| 2111 | MnDOT | TH 61 | 2019 | 1.08 | \$ 204,000 | \$ 220,320 | \$ 220,320 | \$ 51,000 | \$ 255,000 | 65 | 28 | 12 | 59 | 31 | 0 | 50 | 53 | 150 | 24 | 153 | 50 | 0 | 75 | 750 |
| 2094 | MnDOT | TH 47 | 2018 | 1.06 | \$ 1,016,000 | \$ 1,076,960 | \$ 1,297,280 | \$ 254,000 | \$ 1,270,000 | 45 | 23 | 20 | 79 | 37 | 0 | 53 | 75 | 24 | 50 | 186 | 50 | 10 | 75 | 726 |
| 2260 | Dakota County | Dakota Co CSAHs 26 28 31 43 Roadway Traffic Flow Improvements | 2018 | 1.06 | \$ 1,232,000 | \$ 1,305,920 | \$ 2,603,200 | \$ 308,000 | \$ 1,540,000 | 60 | 24 | 20 | 68 | 40 | 7 | 59 | 75 | 113 | 13 | 175 | 25 | 10 | 23 | 712 |
| 1996 | Ramsey County | Highway 96 Traffic Signal Timing and Intersection Upgrades | 2018 | 1.06 | \$ 1,893,519 | \$ 2,007,131 | \$ 4,610,331 | \$ 473,380 | \$ 2,366,899 | 64 | 22 | 20 | 62 | 32 | 11 | 38 | 75 | 131 | 20 | 9 | 50 | 50 | 30 | 614 |
| 2109 | MnDOT | TH 120 | 2019 | 1.08 | \$ 804,000 | \$ 868,320 | \$ 5,478,651 | \$ 201,000 | \$ 1,005,000 | 29 | 9 | 20 | 45 | 18 | 0 | 47 | 68 | 20 | 29 | 200 | 50 | 10 | 52 | 596 |
| 2231 | Dakota County | Dakota County CSAHs 46 (160th) & 31 (Pilot Knob Rd) Roadway Traffic Flow Improvements | 2018 | 1.06 | \$ 1,015,000 | \$ 1,075,900 | \$ 6,554,551 | \$ 255,000 | \$ 1,270,000 | 65 | 31 | 20 | 48 | 29 | 5 | 51 | 75 | 26 | 27 | 115 | 30 | 10 | 28 | 561 |
| 2110 | MnDOT | TH 55 | 2019 | 1.08 | \$ 288,000 | \$ 311,040 | \$ 6,865,591 | \$ 72,000 | \$ 360,000 | 12 | 31 | 12 | 39 | 22 | 0 | 50 | 75 | 106 | 17 | 84 | 30 | 0 | 75 | 553 |
| 2108 | MnDOT | TH 41 | 2018 | 1.06 | \$ 564,000 | \$ 597,840 | \$ 7,463,431 | \$ 141,000 | \$ 705,000 | 16 | 31 | 20 | 48 | 22 | 0 | 45 | 53 | 38 | 45 | 80 | 50 | 10 | 52 | 510 |
| 2088 | St Paul | Saint Paul Downtown Traffic Signal Enhancements Program | 2018 | 1.06 | \$ 2,222,800 | \$ 2,356,168 | \$ 9,819,599 | \$ 555,700 | \$ 2,778,500 | 6 | 8 | 20 | 85 | 31 | 26 | 70 | 75 | 5 | 1 | 0 | 50 | 50 | 38 | 465 |
| 2243 | Scott County | Scott County Traffic Management System | 2017 | 1.04 | \$ 794,400 | \$ 826,176 | \$ 10,645,775 | \$ 198,600 | \$ 993,000 | 54 | 40 | 20 | 39 | 23 | 18 | 43 | 0 | 4 | 5 | 46 | 30 | 10 | 75 | 408 |
| 2303 | MnDOT | Regional Signal Optimization | | | | | | | | Disqualified | | | | | | | | | | | | | | |
| TOTAL | | | | | \$ 10,033,719 | | | \$ 2,509,680 | \$ 12,543,399 | | | | | | | | | | | | | | | |

Measures Key

| | |
|----|--|
| 1A | Role in Regional Economy |
| 1B | Current daily heavy commercial traffic |
| 1C | Connections to job concentrations, manufacturing locations, educational institutions, and activity centers |
| 2A | Current daily person throughput |
| 2B | Forecast average daily traffic volume |
| 3A | Connection to disadvantage populations and project's benefits, impacts, and mitigation |
| 3B | Housing Performance Score |
| 4 | Date of Construction and remaining useful life |
| 5A | Cost effectiveness (vehicle delay) |
| 5B | Cost effectiveness (emissions reduction) |
| 6 | Safety cost effectiveness |
| 7A | Ridership of transit routes directly/indirectly connected to project |
| 7B | Bicycle and Pedestrian Connections |
| 7C | Transit, bicycle, or pedestrian elements |
| 8 | Risk Assessment |

2014 Regional Solicitation Application Scoring

BRIDGES

| | | | | | | | | | Prioritizing Criteria | | | | | | | | | | | | | |
|--------------|-----------------|--|------|--------------|------------------------|--------------|--------------|--------------|----------------------------------|------|------|----------|------|---------------------|------|-----------|-------|---------------|------|---------|-----------------------|---------|
| | | | | | | | | | 1. Role in Trans. System & Econ. | | | 2. Usage | | 3. Equity / Housing | | 4. Infra. | | 5. Multimodal | | 6. Risk | 7. Cost Effectiveness | Total |
| | | | | | | | | | 1A | 1B | 1C | 2A | 2B | 3A | 3B | 4A | 4B | 5A/B | 5C | 6 | 7 | |
| | | | | | | | | | 0-65 | 0-40 | 0-20 | 0-95 | 0-30 | 0-30 | 0-70 | 0-300 | 0-100 | 0-50 | 0-50 | 0-75 | 0-75 | 0-1,000 |
| ID | Applicant | Project Name | Year | Federal | Fed.Inflation Adjusted | Fed Cum | Match | Total | | | | | | | | | | | | | | |
| 2163 | St Paul | Reconstruction of Kellogg/3rd Street Bridge Nos. 62080 and 62080A | 2018 | \$7,000,000 | \$7,420,000 | \$7,420,000 | \$49,150,000 | \$56,150,000 | 65 | 40 | 20 | 95 | 27 | 30 | 70 | 300 | 90 | 40 | 40 | 5 | 4 | 826 |
| 2127 | Hennepin County | CSAH 35 (Portland Avenue) over the Midtown Greenway; Bridge Number: 90494 | 2019 | \$2,815,200 | \$3,040,416 | \$10,460,416 | \$703,800 | \$3,519,000 | 12 | 11 | 20 | 60 | 29 | 24 | 69 | 270 | 90 | 45 | 45 | 68 | 60 | 802 |
| 2221 | Hennepin County | CSAH 152 over the Midtown Greenway; Bridge Number: 90437 | 2019 | \$3,170,400 | \$3,424,032 | \$13,884,448 | \$792,600 | \$3,963,000 | 12 | 13 | 20 | 80 | 30 | 21 | 69 | 270 | 95 | 25 | 25 | 68 | 43 | 772 |
| 2188 | Minneapolis | 10th Avenue SE River Bridge Rehabilitation | 2017 | \$7,000,000 | \$7,280,000 | \$21,164,448 | \$23,000,000 | \$30,000,000 | 18 | 9 | 20 | 66 | 17 | 30 | 69 | 225 | 100 | 50 | 50 | 73 | 7 | 734 |
| 2014 | Hennepin County | Northbound CSAH 81 (Bridge No. 27008) over Lowry Avenue/Victory Memorial Parkway | 2018 | \$2,487,756 | \$2,637,021 | \$23,801,469 | \$621,939 | \$3,109,695 | 23 | 8 | 12 | 22 | 18 | 12 | 50 | 270 | 90 | 15 | 10 | 75 | 75 | 680 |
| 2235 | Hennepin County | Southbound CSAH 81 (Bridge No. 27007) over Lowry Avenue/Victory Memorial Parkway | 2018 | \$2,184,797 | \$2,315,885 | \$26,117,354 | \$546,199 | \$2,730,996 | 23 | 6 | 12 | 36 | 18 | 12 | 44 | 270 | 90 | 10 | 10 | 75 | 63 | 669 |
| TOTAL | | | | \$24,658,153 | | | \$74,814,538 | \$99,472,691 | | | | | | | | | | | | | | |

Measures Key

| | |
|----|--|
| 1A | Role in Regional Economy |
| 1B | Current daily heavy commercial traffic |
| 1C | Connections to job concentrations, manufacturing locations, educational institutions, and activity centers |
| 2A | Current daily person throughput |
| 2B | Forecast average daily traffic volume |
| 3A | Connection to disadvantage populations and project's benefits, impacts, and mitigation |
| 3B | Housing Performance Score |
| 4A | Date of Construction and remaining useful life |
| 4B | Infrastructure deficiencies |
| 5A | Ridership of transit routes directly/indirectly connected to project |
| 5B | Bicycle and Pedestrian Connections |
| 5C | Transit, bicycle, or pedestrian elements |
| 6 | Risk Assessment |
| 7 | Cost effectiveness of project |

| | |
|---------------|------|
| Inflation Adj | |
| 2017 | 1.04 |
| 2018 | 1.06 |
| 2019 | 1.08 |

2014 Regional Solicitation Application Scoring

TRANSIT EXPANSION

| | | | | | | | | | Prioritizing Criteria | | | | | | | | | | | | | |
|-------|-----------------------------|---|------|--------------|-------------------------|--------------|--------------|--------------|----------------------------------|------|------|----------|------|-------|-----------------------|------|-------------------------|------|---------------|------|---------|---------|
| | | | | | | | | | 1. Role in Trans. System & Econ. | | | 2. Usage | | | 3. Equity and Housing | | 4. Emissions Reductions | | 5. Multimodal | | 6. Risk | Total |
| | | | | | | | | | 1A | 1B | 1C | 2A | 2B | 2C | 3A | 3B | 4A | 4B | 5A | 5B | 6 | |
| | | | | | | | | | 0-33 | 0-33 | 0-34 | 0-105 | 0-70 | 0-175 | 0-130 | 0-70 | 0-133 | 0-67 | 0-50 | 0-50 | 0-50 | 0-1,000 |
| ID | Applicant | Project Name | Year | Federal | Federal (Inflation Adj) | Fed Cum | Match | Total | | | | | | | | | | | | | | |
| 2142 | Metro Transit | Chicago Avenue Corridor Bus and Technology Improvements | 2018 | \$7,000,000 | \$7,420,000 | \$7,420,000 | \$1,875,953 | \$8,875,953 | 33 | 30 | 34 | 105 | 40 | 175 | 130 | 66 | 133 | 67 | 45 | 43 | 50 | 950 |
| 2143 | Metro Transit | Emerson-Fremont Avenue Corridor Bus and Technology Improvements | 2018 | \$6,597,681 | \$6,993,542 | \$14,413,542 | \$1,649,420 | \$8,247,101 | 33 | 28 | 30 | 95 | 35 | 165 | 130 | 62 | 92 | 66 | 37 | 43 | 50 | 866 |
| 2139 | Metro Transit | Penn Avenue Corridor Bus and Technology Improvements | 2018 | \$6,778,060 | \$7,184,744 | \$21,598,285 | \$1,694,515 | \$8,472,575 | 33 | 25 | 29 | 95 | 30 | 165 | 130 | 61 | 74 | 65 | 50 | 43 | 50 | 850 |
| 2242 | St Louis Park | Beltline LRT Station Park & Ride Structure | 2018 | \$7,000,000 | \$7,420,000 | \$29,018,285 | \$3,321,377 | \$10,321,377 | 33 | 33 | 17 | 100 | 70 | 145 | 78 | 59 | 14 | 64 | 45 | 50 | 32 | 739 |
| 2300 | Metro Transit | Route 62 service expansion | 2018 | \$3,132,818 | \$3,320,787 | \$32,339,073 | \$783,205 | \$3,916,023 | 33 | 19 | 20 | 80 | 40 | 110 | 104 | 61 | 18 | 43 | 32 | 22 | 50 | 632 |
| 2256 | MN Valley Transit Authority | Minnesota River Valley 169 Connector | 2018 | \$2,792,684 | \$2,960,245 | \$35,299,318 | \$698,171 | \$3,490,855 | 33 | 14 | 17 | 50 | 45 | 110 | 78 | 49 | 33 | 61 | 38 | 41 | 50 | 618 |
| 2185 | Metro Transit | Route 2 service expansion | 2018 | \$4,789,025 | \$5,076,367 | \$40,375,684 | \$1,197,256 | \$5,986,281 | 33 | 22 | 26 | 90 | 40 | 115 | 65 | 70 | 14 | 16 | 35 | 22 | 50 | 598 |
| 2176 | SouthWest Transit | 169 Park and Ride | 2018 | \$7,000,000 | \$7,420,000 | \$47,795,684 | \$1,750,000 | \$8,750,000 | 33 | 17 | 4 | 85 | 35 | 165 | 10 | 67 | 16 | 66 | 19 | 18 | 33 | 566 |
| 2155 | Metro Transit | Eden & Vernon Park and Ride Facility | 2018 | \$4,438,702 | \$4,705,024 | \$52,500,708 | \$1,109,675 | \$5,548,377 | 33 | 6 | 6 | 65 | 55 | 110 | 21 | 51 | 9 | 49 | 43 | 35 | 43 | 525 |
| 2302 | Metro Transit | Cottage Grove to downtown St. Paul Weekday Offpeak Service | 2018 | \$2,489,616 | \$2,638,993 | \$55,139,701 | \$622,404 | \$3,112,020 | 33 | 8 | 17 | 25 | 15 | 40 | 130 | 66 | 18 | 44 | 35 | 42 | 50 | 523 |
| 2191 | SouthWest Transit | Two Electric Buses | 2018 | \$1,600,000 | \$1,696,000 | \$56,835,701 | \$400,000 | \$2,000,000 | 33 | 11 | 14 | 40 | 65 | 85 | 26 | 44 | 2 | 38 | 38 | 32 | 50 | 478 |
| 2193 | Metro Transit | Highway 36 Corridor Park-and-Ride | 2018 | \$7,000,000 | \$7,420,000 | \$64,255,701 | \$1,891,199 | \$8,891,199 | 33 | 3 | 0 | 30 | 25 | 50 | 31 | 42 | 14 | 32 | 31 | 33 | 15 | 338 |
| 2232 | Metro Transit | Routes 30 & 32 crosstown service improvement | | | | | | | Disqualified | | | | | | | | | | | | | |
| Total | | | | \$60,618,586 | | | \$16,993,175 | \$77,611,761 | | | | | | | | | | | | | | |

Measures Key

| | |
|----|---|
| 1A | Connections to job concentrations, manufacturing locations, educational |
| 1B | Population with 1/4 mile (bus stop) or 1/2 mile (transitway) |
| 1C | Ridership of transit routes directly connected to project |
| 2A | Cost effectiveness (per rider) |
| 2B | Cost effectiveness (per new rider) |
| 2C | Operating cost effectiveness (per new rider) |
| 3A | Connection to disadvantaged populations and project's benefits, impacts, and mitigation |
| 3B | Housing Performance Score |
| 4A | Total emissions reduced |
| 4B | Cost effectiveness of emissions reduction |
| 5A | Bicycle and Pedestrian Connections |
| 5B | Multimodal elements of the project |
| 6 | Risk Assessment |

2014 Regional Solicitation Application Scoring

Prioritizing Criteria

TRANSIT MODERNIZATION

| ID | Applicant | Project Name | Year | Funding Information | | | | Prioritizing Criteria | | | | | | | | | | | | | | |
|--------------|-----------------------------|--|------|---------------------|--------------------------------|--------------------|--------------------|-------------------------------------|------|------|----------|------|--------------------------|------|---------------------------|---|------|------|---------------|------|---------|----------------|
| | | | | Federal | Fed (Inflation Adjusted) | Match | Total | 1. Role in Trans. System & Econ. | | | 2. Usage | | 3. Equity and Housing | | 4. Emissions Reduction | 5. Service and Cust. Improvements | | | 6. Multimodal | | 7. Risk | Total |
| | | | | | | | | 1A | 1B | 1C | 2A | 2B | 3A | 3B | 4 | 5A | 5B | 5C | 6A | 6B | 7 | |
| 1999 | MN Valley Transit Authority | Apple Valley Transit Station Modernization | 2019 | \$5,288,000 | \$5,711,040 | \$1,322,000 | \$6,610,000 | 0-33 | 0-33 | 0-34 | 0-210 | 0-90 | 0-80 | 0-70 | 0-100 | 0-75 | 0-38 | 0-37 | 0-50 | 0-50 | 0-100 | 0-1,000 |
| Total | | | | \$5,288,000 | | \$1,322,000 | \$6,610,000 | | | | | | | | | | | | | | | |

Measures Key

| | |
|----|--|
| 1A | Connections to job concentrations, manufacturing locations, educational institutions, and activity centers |
| 1B | Population with 1/4 mile (bus stop) or 1/2 mile (transitway) |
| 1C | Ridership of transit routes directly connected to project |
| 2A | Cost effectiveness (per rider) |
| 2B | Cost effectiveness (per new rider) |
| 3A | Connection to disadvantaged populations and project's benefits, impacts, and mitigation |
| 3B | Housing Performance Score |
| 4 | Emissions reduction description |
| 5A | Percent reduction in passenger travel time |
| 5B | Percent reduction in operating and maintenance costs |
| 5C | Improvements for transit users |
| 6A | Bicycle and pedestrian connections |
| 6B | Multimodal elements |
| 7 | Risk Assessment |

2014 Regional Solicitation Application Scoring

MULTIUSE TRAILS AND BICYCLE FACILITIES

| | | | | | | | | | | Prioritizing Criteria | | | | | | | | | |
|-------|------------------------------|---|------|------|--------------|----------------------------|--------------|--------------|--------------|----------------------------------|----------|-----------------------|------|-----------|-------|---------------|------|---------|---------|
| | | | | | | | | | | 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 | 5A/B | 5C | 6 | |
| | | | | | | | | | | 0-200 | 0-200 | 0-50 | 0-70 | 0-100 | 0-150 | 0-50 | 0-50 | 0-130 | 0-1,000 |
| ID | Applicant | Project Name | Year | | Federal | Federal (Inflation Adjust) | Fed Cum | Match | Total | | | | | | | | | | |
| 2086 | Hennepin County | Southwest LRT Regional Trail Crossings | 2018 | 1.06 | \$5,500,000 | \$5,830,000 | \$5,830,000 | \$1,690,000 | \$7,190,000 | 200 | 183 | 18 | 54 | 85 | 150 | 35 | 50 | 124 | 899 |
| 2220 | Minneapolis | University of Minnesota Protected Bikeways | 2018 | 1.06 | \$953,976 | \$1,011,215 | \$6,841,215 | \$238,494 | \$1,192,470 | 200 | 199 | 30 | 69 | 74 | 137 | 45 | 25 | 106 | 885 |
| 2233 | Minneapolis | High Quality Connection - Midtown Greenway to Lake Street | 2018 | 1.06 | \$2,880,000 | \$3,052,800 | \$9,894,015 | \$720,000 | \$3,600,000 | 120 | 189 | 50 | 69 | 75 | 132 | 50 | 50 | 113 | 848 |
| 2189 | St Paul | Margaret St Bicycle Boulevard & McKnight Trail | 2018 | 1.06 | \$1,251,549 | \$1,326,642 | \$11,220,657 | \$312,888 | \$1,564,437 | 200 | 199 | 20 | 70 | 62 | 138 | 40 | 25 | 93 | 847 |
| 2114 | MnDOT | 5th St. SE Pedestrian/Bicycle Bridge Replacement | 2018 | 1.06 | \$2,089,738 | \$2,215,122 | \$13,435,779 | \$522,434 | \$2,612,172 | 200 | 182 | 12 | 69 | 68 | 142 | 40 | 30 | 98 | 841 |
| 2184 | Coon Rapids | Coon Rapids Boulevard Trail Project | 2018 | 1.06 | \$1,100,000 | \$1,166,000 | \$14,601,779 | \$1,102,475 | \$2,202,475 | 200 | 192 | 12 | 64 | 78 | 141 | 25 | 25 | 98 | 835 |
| 2160 | St Paul | Indian Mounds Regional Park Trail | 2019 | 1.08 | \$1,326,400 | \$1,432,512 | \$16,034,291 | \$331,600 | \$1,658,000 | 200 | 193 | 20 | 70 | 59 | 127 | 45 | 25 | 93 | 832 |
| 2015 | Three Rivers Park District | Nine Mile Creek Regional Trail: West Edina Segment | 2018 | 1.06 | \$5,500,000 | \$5,830,000 | \$21,864,291 | \$2,100,433 | \$7,600,433 | 200 | 148 | 12 | 50 | 79 | 120 | 35 | 35 | 130 | 809 |
| 2102 | Carver County | TH 5 Regional Trail from CSAH 17 to CSAH 101 | 2018 | 1.06 | \$321,520 | \$340,811 | \$22,205,102 | \$80,380 | \$401,900 | 200 | 198 | 8 | 31 | 70 | 139 | 25 | 25 | 88 | 785 |
| 2230 | Fridley | West Moore Lake Trail and Bicycle Lanes | 2018 | 1.06 | \$458,832 | \$486,362 | \$22,691,464 | \$114,708 | \$573,540 | 160 | 199 | 18 | 57 | 50 | 122 | 30 | 25 | 121 | 782 |
| 2115 | MN-DNR | Gateway State Trail - Hadley Ave Tunnel | 2019 | 1.08 | \$1,000,000 | \$1,080,000 | \$23,771,464 | \$399,851 | \$1,399,851 | 160 | 176 | 12 | 53 | 87 | 134 | 30 | 35 | 94 | 781 |
| 2103 | Carver County | TH 5 Regional Trail from Minnewashta Pkwy to Centruy Blvd | 2018 | 1.06 | \$1,103,840 | \$1,170,070 | \$24,941,534 | \$275,960 | \$1,379,800 | 200 | 175 | 8 | 32 | 86 | 137 | 25 | 30 | 88 | 781 |
| 2123 | Burnsville | Burnsville-Lake Marion Greenway CR 42 Underpass & Connection | 2018 | 1.06 | \$1,480,000 | \$1,568,800 | \$26,510,334 | \$370,000 | \$1,850,000 | 160 | 187 | 18 | 63 | 63 | 123 | 30 | 30 | 105 | 779 |
| 2288 | Bloomington | France Avenue Trail | 2019 | 1.08 | \$2,704,614 | \$2,920,983 | \$29,431,317 | \$676,154 | \$3,380,768 | 200 | 183 | 18 | 56 | 68 | 128 | 30 | 30 | 64 | 778 |
| 2149 | Dakota County | Minnesota River Greenway - Eagan South (Big Rivers Regional Trail) | 2018 | 1.06 | \$3,320,000 | \$3,519,200 | \$32,950,517 | \$1,200,000 | \$4,520,000 | 200 | 151 | 12 | 59 | 81 | 130 | 30 | 30 | 82 | 775 |
| 2101 | Carver County | Lake Minnetonka LRT Regional Trail - Stieger Lake boat launch to Rolling Acres Road | 2019 | 1.08 | \$399,040 | \$430,963 | \$33,381,481 | \$99,760 | \$498,800 | 200 | 188 | 8 | 36 | 73 | 130 | 25 | 25 | 88 | 773 |
| 2131 | West St Paul | West St. Paul River to River Greenway Robert Street Overpass | 2018 | 1.06 | \$2,240,000 | \$2,374,400 | \$35,755,881 | \$560,000 | \$2,800,000 | 160 | 174 | 40 | 44 | 59 | 124 | 30 | 30 | 102 | 762 |
| 2215 | Chanhausen | MN River Bluffs LRT Regional Trail Bridge | 2019 | 1.08 | \$1,807,200 | \$1,951,776 | \$37,707,657 | \$451,800 | \$2,259,000 | 200 | 115 | 8 | 31 | 83 | 137 | 20 | 30 | 125 | 749 |
| 2104 | Carver County | Lake Waconia Regional Park Connection | 2019 | 1.08 | \$745,520 | \$805,162 | \$38,512,818 | \$186,380 | \$931,900 | 200 | 162 | 8 | 52 | 59 | 120 | 25 | 30 | 88 | 744 |
| 2138 | St Paul | Bruce Vento Bridge | 2019 | 1.08 | \$5,500,000 | \$5,940,000 | \$44,452,818 | \$4,500,000 | \$10,000,000 | 120 | 103 | 50 | 70 | 85 | 147 | 45 | 30 | 82 | 732 |
| 2255 | Dakota County | North Creek Regional Greenway - CSAH 42 Underpass | 2019 | 1.08 | \$1,000,000 | \$1,080,000 | \$45,532,818 | \$401,000 | \$1,401,000 | 120 | 190 | 8 | 57 | 59 | 122 | 25 | 30 | 105 | 716 |
| 2306 | Wayzata | Wayzata Cycltrack | 2018 | 1.06 | \$185,440 | \$196,566 | \$45,729,385 | \$46,360 | \$231,800 | 160 | 200 | 4 | 40 | 72 | 122 | 25 | 10 | 81 | 714 |
| 2195 | Rosemount | Rosemount Greenway Downtown Connection | 2019 | 1.08 | \$1,360,000 | \$1,468,800 | \$47,198,185 | \$340,000 | \$1,700,000 | 160 | 158 | 8 | 44 | 58 | 128 | 20 | 35 | 102 | 712 |
| 2154 | Farmington | North Creek Greenway - Farmington Gap | 2019 | 1.08 | \$936,000 | \$1,010,880 | \$48,209,065 | \$234,000 | \$1,170,000 | 160 | 181 | 8 | 40 | 56 | 120 | 20 | 25 | 97 | 707 |
| 2236 | Lakeville | Lakeville Lake Marion Greenway Ritter Farm Gap | 2018 | 1.06 | \$840,000 | \$890,400 | \$49,099,465 | \$210,000 | \$1,050,000 | 120 | 167 | 4 | 44 | 56 | 126 | 15 | 30 | 97 | 659 |
| 2090 | Washington County | CSAH 9/Gateway State Trail Tunnel | 2018 | 1.06 | \$859,200 | \$910,752 | \$50,010,217 | \$214,800 | \$1,074,000 | 200 | 45 | 0 | 44 | 82 | 124 | 30 | 30 | 71 | 626 |
| 2120 | Cottage Grove | 70th Street (CSAH 22) Pedestrian Underpass | 2018 | 1.06 | \$1,075,000 | \$1,139,500 | \$51,149,717 | \$271,000 | \$1,346,000 | 10 | 177 | 4 | 41 | 63 | 125 | 15 | 35 | 89 | 559 |
| 2254 | Dakota County | Mississippi River Regional Trail - Rosemount East | 2018 | 1.06 | \$2,240,000 | \$2,374,400 | \$53,524,117 | \$560,000 | \$2,800,000 | 160 | 2 | 4 | 44 | 85 | 130 | 10 | 15 | 99 | 549 |
| 2133 | Shakopee | Quarry Lake Trail and US 169 Ped/Bike Bridge in Shakopee, MN | 2018 | 1.06 | \$2,039,496 | \$2,161,866 | \$55,685,982 | \$509,874 | \$2,549,370 | 20 | 86 | 30 | 43 | 58 | 129 | 20 | 30 | 114 | 530 |
| 2124 | Anoka County | Rum River Regional Trail in Anoka County | 2018 | 1.06 | \$964,000 | \$1,021,840 | \$56,707,822 | \$241,000 | \$1,205,000 | 20 | 85 | 8 | 34 | 46 | 134 | 15 | 30 | 114 | 486 |
| 2194 | Rosemount | Rosemount Vermillion Highlands Greenway CSAH 42 Underpass | 2019 | 1.08 | \$1,560,000 | \$1,684,800 | \$58,392,622 | \$390,000 | \$1,950,000 | 20 | 46 | 4 | 44 | 60 | 124 | 20 | 30 | 102 | 449 |
| 2099 | US Fish and Wildlife Service | Enhancement of the Old Cedar Avenue Bridge Area | | | | | | | | Disqualified | | | | | | | | | |
| TOTAL | | | | | \$54,741,365 | | | \$19,351,351 | \$74,092,716 | | | | | | | | | | |

BOLD numbers in measure 3B: The project is located in an area with no allocation of affordable housing need. As written in the scoring instructions, the score for this measure was based on the how well it scored in the rest of application. The total points possible in the application were 930 instead of 1,000, when removing the 70 points for this measure. The total points awarded through the rest of application were divided by 930, then multiplied by 1,000 to make it consistent with the other applications.

Measures Key

| | |
|----|--|
| 1 | Connections to job concentrations, manufacturing locations, educational institutions, and activity centers |
| 2 | Cost effectiveness per population and employment |
| 3A | Connection to disadvantage populations and project's benefits, impacts, and mitigation |
| 3B | Housing Performance Score |
| 4A | Barriers overcome, gaps filled, or system connections |
| 4B | Safety problems addressed |
| 5A | Ridership of transit routes directly/indirectly connected to project |
| 5B | Pedestrian Connections |
| 5C | Transit or pedestrian elements |
| 6 | Risk Assessment |

2014 Regional Solicitation Application Scoring

PEDESTRIAN FACILITIES

| | | | | | | | | | Prioritizing Criteria | | | | | | | | | |
|--------------|-------------------|---|------|---------------------|----------------------------|-------------|-------------|--------------|----------------------------------|----------|-----------------------|------|-----------|-------|---------------|------|---------|------------|
| ID | Applicant | Project Name | Year | Funding Information | | | | | 1. Role in Trans. System & Econ. | 2. Usage | 3. Equity and Housing | | 4. Safety | | 5. Multimodal | | 6. Risk | Total |
| | | | | Federal | Federal (Inflation Adjust) | Fed Cum | Match | Total | 1 | 2 | 3A | 3B | 4A | 4B | 5A/B | 5C | 6 | |
| | | | | | | | | | 0-100 | 0-200 | 0-50 | 0-70 | 0-120 | 0-180 | 0-75 | 0-75 | 0-130 | 0-1,000 |
| 2137 | Hennepin County | CSAH 3 (Lake Street) Streetscape | 2018 | \$640,000 | \$678,400 | \$678,400 | \$160,000 | \$800,000 | 100 | 141 | 40 | 70 | 96 | 180 | 75 | 55 | 109 | 866 |
| 2219 | Minneapolis | North Loop Pedestrian Facilities | 2018 | \$1,000,000 | \$1,060,000 | \$1,738,400 | \$868,000 | \$1,868,000 | 100 | 119 | 30 | 70 | 88 | 160 | 75 | 55 | 91 | 787 |
| 2210 | Minneapolis | Emerson & Fremont Avenues North Pedestrian Enhancements | 2018 | \$1,000,000 | \$1,060,000 | \$2,798,400 | \$781,647 | \$1,781,647 | 50 | 50 | 40 | 70 | 120 | 170 | 75 | 65 | 120 | 760 |
| 2298 | Bloomington | Bloomington Sidewalk Gap Infill Project | 2018 | \$525,826 | \$557,376 | \$3,355,776 | \$131,455 | \$657,281 | 100 | 61 | 30 | 57 | 52 | 120 | 65 | 35 | 125 | 645 |
| 2132 | West St Paul | West St. Paul Oakdale and Marie Streetscaping | 2018 | \$1,000,000 | \$1,060,000 | \$4,415,776 | \$250,000 | \$1,250,000 | 50 | 41 | 40 | 44 | 112 | 150 | 45 | 35 | 120 | 637 |
| 2218 | Dakota County | CSAH 14 (Southview Blvd & 3rd Ave) Improvement Project | 2018 | \$1,000,000 | \$1,060,000 | \$5,475,776 | \$4,495,000 | \$5,495,000 | 50 | 8 | 30 | 56 | 64 | 130 | 60 | 65 | 127 | 590 |
| 2273 | Minneapolis | 40th Street Pedestrian Bridge Over I-35W | 2018 | \$1,000,000 | \$1,060,000 | \$6,535,776 | \$325,000 | \$1,325,000 | 0 | 24 | 30 | 70 | 80 | 90 | 55 | 50 | 130 | 529 |
| 2291 | Jordan | Grade-Separated Bicycle and Pedestrian Crossing of Highway 169 | 2018 | \$1,000,000 | \$1,060,000 | \$7,595,776 | \$285,000 | \$1,285,000 | 0 | 8 | 24 | 22 | 48 | 130 | 40 | 75 | 130 | 477 |
| 2096 | Washington County | Off road trail development, signal modifications for pedestrian crossings and a pedestrian refuge along CSAH 20(18)/Baily Road and CSAH 38 in the City of Newport | 2018 | \$290,400 | \$307,824 | \$7,903,600 | \$72,600 | \$363,000 | 0 | 34 | 0 | 34 | 52 | 40 | 55 | 40 | 54 | 309 |
| TOTAL | | | | \$7,456,226 | | | \$7,368,702 | \$14,824,928 | | | | | | | | | | |

Measures Key

| | |
|----|--|
| 1 | Connections to job concentrations, manufacturing locations, educational institutions, and activity centers |
| 2 | Cost effectiveness per population and |
| 3A | Connection to disadvantage populations and project's benefits, impacts, and mitigation |
| 3B | Housing Performance Score |
| 4A | Barriers overcome, gaps filled, or system connections |
| 4B | Safety problems addressed |
| 5A | Ridership of transit routes directly/indirectly connected to project |
| 5B | Bikeway Connections |
| 5C | Transit or bicycle elements |
| 6 | Risk Assessment |

2014 Regional Solicitation Application Scoring

Prioritizing Criteria

SAFE ROUTES TO SCHOOL INFRASTRUCTURE

| ID | Applicant | Project Name | Year | Funding Information | | | | | Prioritizing Criteria | | | | | | | | | | |
|-------|-------------------|--|------|---------------------|--------------------------|-------------|-----------|-------------|--------------------------|----------|------|-----------------------|------|-----------|-------|----------------|-----------------------------|------|---------|
| | | | | Federal | Federal (Inflation Adj.) | Fed Cum | Match | Total | 1. SRTS Program Elements | 2. Usage | | 3. Equity and Housing | | 4. Safety | | 5. Multi-modal | 6. Public Engagement / Risk | | Total |
| | | | | | | | | | 1 | 2A | 2B | 3A | 3B | 4A | 4B | 5 | 6A | 6B | 0-1,000 |
| | | | | | | | | | 0-250 | 0-120 | 0-80 | 0-50 | 0-70 | 0-100 | 0-150 | 0-50 | 0-45 | 0-85 | |
| 2263 | Bloomington | City of Bloomington Safe Routes to School Improvements | 2018 | \$208,992 | \$221,532 | \$221,532 | \$52,248 | \$261,240 | 244 | 83 | 30 | 18 | 70 | 96 | 150 | 50 | 45 | 81 | 868 |
| 2301 | Forest Lake | Forest Lake Safe Routes to School Infrastructure Project | 2018 | \$744,892 | \$789,586 | \$1,011,117 | \$186,223 | \$931,115 | 250 | 28 | 80 | 30 | 61 | 100 | 120 | 0 | 38 | 85 | 792 |
| 2117 | Washington County | Development of pedestrian and bicycle trail along CSAH19 | 2018 | \$177,600 | \$188,256 | \$1,199,373 | \$44,400 | \$222,000 | 222 | 120 | 14 | 20 | 51 | 100 | 100 | 14 | 40 | 39 | 720 |
| 2224 | Minneapolis | Minneapolis High School Transit-Improvements | | | | | | | Disqualified | | | | | | | | | | |
| TOTAL | | | | \$1,131,484 | | | \$282,871 | \$1,414,355 | | | | | | | | | | | |

Measures Key

| | |
|----|--|
| 1 | Degrees to which project addresses 5 Es of SRTS Program |
| 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 Performance Score |
| 4A | Barriers overcome, gaps filled, or system connections |
| 4B | Safety or security problems addressed |
| 5 | Ridership of transit routes directly/indirectly connected to |
| 6A | Public Engagement Process |
| 6B | Risk Assessment |