

Information Item

DATE: October 27, 2016
TO: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
 Steve Peterson, Mgr Highway Planning and TAB/TAC Process (651-602-1819)
SUBJECT: 2016 Regional Solicitation Scores

The projects submitted during the 2016 Regional Solicitation have been reviewed by teams of professionals from cities, counties, the Metropolitan Council, and state agencies. The draft scores, arranged by the ten application types, are attached. Also attached is the solicitation schedule. Scores will be provided to applicants on Friday, October 21. Applicants have until October 31 to appeal scores on specific measures. TAC Funding & Programming Committee will consider challenges at its November 17 meeting.

The below table summarizes the total number of qualifying applications and total funding requested.

Application Type	Applications ¹	Funding		
		Federal	Match	Total
Roadway Expansion	21	\$120,416,196	\$101,245,882	\$221,662,078
Roadway Reconstruction/Modernization	34	\$165,517,290	\$88,424,736	\$253,942,026
Roadway System Management	4	\$5,856,200	\$1,464,050	\$7,320,250
Bridges	8	\$34,995,440	\$38,853,860	\$73,849,300
Transit Expansion	10	\$57,406,988	\$14,351,747	\$71,758,735
Transit Modernization	13	\$67,762,400	\$131,237,000	\$195,999,400
Travel Demand Management	6	\$1,258,995	\$389,749	\$1,648,744
Multiuse Trails & Bicycle Facilities	39	\$78,048,270	\$28,313,684	\$106,361,954
Pedestrian Facilities	7	\$4,839,840	\$4,764,960	\$9,604,800
Safe Routes to School	3	\$2,539,760	\$634,940	\$3,174,700
TOTAL	145	\$538,641,379	\$409,680,608	\$945,321,987

¹ Does not include disqualified applications.

Funding & Programming, October 20, 2016

Draft scores were discussed at the October 20, 2016, TAC F&P meeting. As part of the discussion, the scoring committee chairs in attendance provided overviews of their meetings and discussed potential future changes to consider for the 2018 Regional Solicitation. The Chair of the Transit Expansion and Modernization scoring committee asked that three notes be passed on to TAC:

1. When scores are provided in proportion to the highest score, an outlier (e.g., transit usage for a regional project), can result in the other projects scoring only a few points for a particular measure.
2. The equity measure (3A) does not require the applicant to identify potential negative impacts of its project on populations. This issue came up because the Heywood bus garage project will add

more buses (and their emissions) to an ACP50 but the measure does not address how a scorer would catch un-identified negative externalities.

3. Three Arterial BRT projects were awarded funds in the last solicitation in the Transit Expansion category, but then applied this funding cycle in Transit Modernization for different elements of these projects. While not in violation of any of the qualifying criteria or other rules, some members of the selection committee thought that this strategy was contrary to the spirit of the Regional Solicitation.

Finally, staff discussed the option of selecting a limited number of projects for 2022 (the funding is scheduled for 2021 and prior). Looking back at the 2014 Regional Solicitation, an additional seven originally unselected projects were funded since the original project selection by TAB. These projects were funded through TAB's Federal Funds Management Process as projects withdrew, scope changes lessened project awards, and other money came to the region. However, it was often difficult for sponsors of originally-un-funded projects to accept funds after not being selected and, usually, discontinuing project development. By selecting a small number of 2022 projects (one or two per mode) and encouraging sponsors to start working on these projects, the region will be in a better place when reallocation of funds is needed. TAB would encourage the 2022 project sponsors to advance construct their projects in 2021 (this approach would put these projects first in line when a 2021 project in the same mode withdraws, according to TAB's Federal Funds Management Process). The intent of this approach is not to have projects claiming 2022 funds before the next Regional Solicitation is underway, but to have seamless reprogramming of extra funds that meets TAB's general philosophy of funding projects that have been through a scoring process as opposed to providing more funds to higher-cost projects with federal capacity.

F&P members were largely in favor of this approach as a way to manage the overall program more efficiently. They would want to focus on selecting a small number of projects, so as to not diminish the funds available in the 2018 Regional Solicitation. In targeting 2022 projects, TAB may want to consider whether they enhance geographic balance or are very close in scoring to a funded project. The group also wanted to think more about whether TAB should encourage or mandate the 2022 projects to deliver in 2021.

Project Schedule

Date	Process
5/18/2016	Regional Solicitation Released. Applicants can obtain on-line access at this time.
7/8/2016	Applicants must apply for on-line access by 4:00 P.M.
7/15/2016	Application deadline – 4:00 P.M.
7/18/2016	Qualifying reviews begin.
8/10/2016	Qualifying review completed (staff notify applicants that do not qualify).
8/18/2016	TAC F&P Committee meeting: Qualifying appeals heard.
8/22/2016	Scoring committees begin evaluating all qualified applications.
10/7/2016	Scoring completed. Staff prepares results for TAC F&P Committee meeting (10/20/16).
10/20/2016	TAC F&P releases project scores.
10/20/2016	Scores distributed to applicants; appeal period begins.
10/31/2016	Scoring appeal deadline.
11/17/2016	TAC F&P Committee meeting: Scoring appeals reviewed, funding options developed.
12/15/2016	TAC F&P considers funding options presented by staff and votes to eliminate, modify or create options and forwards them to the TAC.
1/4/2017	TAC review of funding options and recommendation to TAB.
1/18/2017	TAB approval of funding recommendations and direct staff to include them into the draft 2018-2021 TIP.

2016 Regional Solicitation Application Scoring

ROADWAY EXPANSION

						Prioritizing Criteria														9. CE	Grand Total	
ID	Applicant	Project Name	FC	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
				Federal	Cumulative	1A	1B	1C	1D	2A	2B	3A	3B	4	5A	5B	6	7	8			0-1,000
5072	Brooklyn Center	Highway 252/66th Ave Interchange in Brooklyn Center	NFPA	\$7,000,000	\$7,000,000	51	22	21	7	110	56	26	69	24	100	23	150	100	61	819	28	847
5229	Scott County	Highway 169 and County Road 14 Hybrid Interchange in Louisville Township	NFPA	\$4,702,433	\$11,702,433	80	1	50	13	50	37	16	12	39	1	50	49	35	63	494	43	537
5374	Dayton	Brockton Lane Interchange in Dayton	Expander	\$7,000,000	\$18,702,433	80	5	11	11	32	41	14	33	69	75	0	6	55	75	506	18	524
5191	Roseville	Snelling Ave Expansion in Roseville	Augmentor	\$2,718,292	\$21,420,725	80	10	22	13	63	32	9	70	37	10	1	2	20	34	403	100	503
5212	Washington Co	Highway 36/Manning Ave Interchange in Multiple Townships	NFPA	\$7,000,000	\$28,420,725	49	3	15	12	69	42	6	42	45	28	5	55	45	52	469	20	489
4932	Richfield	77th St Underpass of Highway 77 in Richfield	Reliever	\$7,000,000	\$35,420,725	80	21	18	15	23	11	30	63	13	32	3	5	90	64	468	16	484
5149	Brooklyn Park	Highway 169/101st Ave Interchange	NFPA	\$7,000,000	\$42,420,725	24	7	14	11	73	65	18	70	26	15	1	0	70	72	467	10	476
5216	St. Paul	Pierce Butler Rt New Extension in St Paul	Augmentor	\$7,000,000	\$49,420,725	62	8	21	11	34	14	23	70	39	0	8	19	85	57	451	20	471
4883	Maple Grove	I-94/County Road 610 Interchange in Maple Grove	Expander	\$7,000,000	\$56,420,725	12	6	6	15	23	62	8	63	41	60	1	21	50	75	442	12	454
5251	Anoka County	Interstate 35/Highway 97 Interchange Expansion in Columbus	Reliever	\$7,000,000	\$63,420,725	53	1	11	14	33	24	8	58	31	41	7	41	25	63	411	20	431
5404	St. Paul	Vandalia St and Ellis Rd Expansion in St. Paul	Augmentor	\$4,470,000	\$67,890,725	14	30	23	7	61	7	9	70	48	0	0	0	75	36	379	34	414
5083	Carver County	Highway 41 Expansion in Chaska and Chanhassen	Expander	\$7,000,000	\$74,890,725	19	23	11	9	23	14	9	52	75	24	0	41	40	57	397	15	412
5372	Chanhassen	Highway 101 Expansion in Chanhassen	Expander	\$7,000,000	\$81,890,725	25	2	2	13	9	16	12	38	54	27	2	36	80	72	387	15	402
5166	Dakota County	70th St Expansion in Inver Grove Heights	Reliever	\$7,000,000	\$88,890,725	20	16	2	4	16	19	11	69	48	12	1	18	90	56	383	15	398
5224	Washington Co	Woodbury Dr Expansion in Woodbury	Expander	\$3,997,456	\$92,888,181	19	2	14	5	54	37	6	62	27	4	1	25	35	61	350	38	388
5228	Scott County	Texas Ave Expansion in Savage	Expander	\$7,000,000	\$99,888,181	37	1	16	4	13	13	11	43	41	3	0	23	65	65	336	17	353
5081	Anoka County	Bunker Lake Blvd Expansion in Ham Lake	Reliever	\$3,360,000	\$103,248,181	40	2	4	8	25	13	12	15	14	34	3	45	25	69	309	39	348
5178	Dakota County	Dodd Blvd and Kenwood Tr Roundabout in Lakeville	Expander	\$2,495,000	\$105,743,181	18	5	4	3	17	20	11	67	14	7	0	30	50	48	294	48	341
5082	Carver County	Engler Blvd Expansion in Chaska and Laketown Township	Expander	\$7,000,000	\$112,743,181	16	0	3	8	21	32	14	41	14	5	1	32	35	58	280	14	294
5253	Anoka County	Bunker Lake Blvd Expansion in Ramsey	Reliever	\$3,918,160	\$116,661,341	0	15	4	2	13	9	2	38	10	1	0	25	35	74	228	25	253
5375	St. Paul	Troutbrook Rd New Extension in St. Paul	NFPA	\$3,754,855	\$120,416,196	5	30	0	6	18	5	0	70	20	0	0	0	25	48	227	24	251

1A	Average distance to nearest parallel roadways
1B	Connection to total jobs and manufacturing / distribution jobs
1C	Current daily heavy commercial traffic
1D	Freight elements
2A	Current daily person throughput
2B	forecast 2040 ADT
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation

3B	Housing performance scores
4	Date of construction
5A	Vehicle delay reduced
5B	Kg of emissions reduced
6	Crashes reduced
7	Transit, bike, ped elements / connections
8	Risk assessment
9	Cost Effectiveness

2016 Regional Solicitation Application Scoring

ROADWAY RECONSTRUCTION-MODERNIZATION

						Prioritizing Criteria														9. CE	Grand Total		
						1. Role in Trans. System & Econ.				2. Usage		3. Equity and Housing		4. Age		5. Congestion/		6. Safety	7. Mult			8. Risk A.	Prelim Total
Funding Information						1A	1B	1C	1D	2A	2B	3A	3B*	4A	4B	5A	5B	6	7			8	0-1,000
ID	Applicant	Project Name	Funct Class	Federal	Cumalative	0-80	0-30	0-50	0-15	0-110	0-65	0-30	0-70	0-50	0-100	0-45	0-30	0-150	0-100	0-75	0-1,000	9	Grand Total
5237	Anoka (City)	Fairoak Ave Underpass of Highway 10 in the City of Anoka	NFPA	\$7,000,000	\$7,000,000	25	10	50	15	101	65	14	62	38	72	24	0	124	60	58	718	13	731
5262	Minneapolis	Hennepin Ave Reconstruction in Minneapolis	Augmentor	\$7,000,000	\$14,000,000	14	30	32	2	110	17	24	70	22	61	4	0	150	100	55	691	28	719
5141	Hennepin Co	Webber Pkwy Reconstruction in Minneapolis	Augmentor	\$7,000,000	\$21,000,000	68	7	23	7	56	14	30	70	46	72	5	0	104	86	21	609	23	632
5073	Brooklyn Center	Brooklyn Blvd Reconstruction in Brooklyn Center	Reliever	\$6,616,000	\$27,616,000	20	10	10	8	43	23	27	70	23	83	17	1	99	80	66	580	32	612
5246	Anoka Co	Foley Blvd Overpass of the BNSF RR in Coon Rapids	Expander	\$7,000,000	\$34,616,000	26	11	10	10	15	9	16	70	20	50	15	30	150	82	55	569	14	583
5230	Scott Co	Cantebury Rd Reconstruction in Shakopee	Expander	\$5,546,000	\$40,162,000	50	14	24	13	31	25	18	67	26	94	6	0	35	66	75	544	36	580
5203	Scott County	Highway 13/County Road 21 Intersection in Prior Lake	Expander	\$4,929,040	\$45,091,040	80	1	16	11	30	23	12	43	20	100	41	2	14	72	63	528	40	568
5162	St. Paul	Tedesco Rd Reconstruction in St. Paul	Reliever	\$2,029,600	\$47,120,640	30	12	8	3	20	7	26	70	28	83	4	0	3	92	73	459	84	543
5264	Ramsey Co	I-694/Rice St Interchange Reconstruction in Multiple Cities	Reliever	\$7,000,000	\$54,120,640	50	10	41	12	33	17	11	53	42	92	14	0	38	62	40	515	20	535
5179	Dakota Co	202nd St Reconstruction in Lakeville	Expander	\$3,200,000	\$57,320,640	48	4	7	9	12	19	9	67	38	92	4	0	32	84	54	479	55	534
5402	Anoka Co	Hanson Blvd Reconstruction in Coon Rapids	Expander	\$2,321,700	\$59,642,340	41	2	23	6	43	31	6	70	15	59	7	1	51	48	54	457	73	530
5392	Minnetonka	I-394/Plymouth Rd Ramp Intersection in Minnetonka	Reliever	\$4,504,000	\$64,146,340	50	13	9	8	41	26	9	70	30	67	13	1	14	70	64	485	40	525
5298	Minneapolis	37th Avenue Reconstruction in Columbia Heights and Minnapolis	Augmentor	\$6,948,644	\$71,094,984	80	3	11	7	28	13	18	70	40	44	0	0	16	90	66	486	26	512
5398	Anoka Co	Main Street Reconstruction in Blaine	NFPA	\$1,503,200	\$72,598,184	80	1	8	5	23	20	6	61	23	53	4	0	30	50	43	407	100	507
5222	Washington County	75th St Reconstruction in Multiple Townships	Reliever	\$4,811,200	\$77,409,384	80	4	4	5	16	11	9	60	32	69	9	0	6	78	62	445	34	479
5263	Ramsey Co	Lexington Ave Reconstruction in Arden Hills and Shoreview	Augmentor	\$3,693,080	\$81,102,464	24	20	24	11	36	20	9	44	26	72	4	0	3	74	67	434	43	477
5014	Hennepin Co.	Golden Valley Road Reconstruction in Golden Valley	Augmentor	\$7,000,000	\$88,102,464	18	7	18	8	34	17	8	32	45	81	8	1	27	88	60	452	24	476
5139	Hennepin Co	Penn Ave Reconstruction in Richfield	Reliever	\$7,000,000	\$95,102,464	30	8	18	4	26	14	16	58	30	69	7	0	36	94	41	451	20	471
5308	Dakota Co	Pillot Knob Rb and Cliff Rd Intersection in Eagan	Expander	\$3,134,000	\$98,236,464	39	0	8	6	35	30	9	70	20	72	9	0	15	52	56	421	50	471
5242	Ramsey Co	Cleveland Ave Reconstruction in Falcon Heights and St. Paul	Reliever	\$1,561,070	\$99,797,534	30	19	3	2	17	11	7	59	49	50	4	0	2	76	50	379	90	469
4972	Richfield	Lyndale Ave Reconstruction in Richfield	Reliever	\$7,000,000	\$106,797,534	30	2	2	0	43	15	18	58	28	50	6	0	29	98	58	437	19	456
4964	South St. Paul	Concord St Reconstruction in South St. Paul	Reliever	\$7,000,000	\$113,797,534	0	12	21	3	16	10	23	70	45	56	4	0	13	96	61	430	22	452
5403	Anoka Co	Ramsey Blvd Underpass of the BNSF RR in the City of Ramsey	Expander	\$7,000,000	\$120,797,534	18	6	11	14	12	12	6	35	9	48	10	18	126	56	48	429	16	445
5289	Inver Grove Heights	117th Street Reconstruction in Inver Grove Heights	Expander	\$3,441,896	\$124,239,430	36	7	34	12	12	12	9	68	41	72	4	0	25	10	40	382	41	423
5085	Carver Co	Lyman Blvd Reconstruction in Chaska and Chanhassen	Expander	\$5,511,600	\$129,751,030	26	18	21	11	9	10	12	57	25	61	9	0	13	54	64	390	26	416
5084	Carver Co	Rolling Acres Rd Reconstruction in Victoria	Expander	\$7,000,000	\$136,751,030	69	0	9	5	15	9	12	22	43	67	45	2	35	14	48	395	15	410
5396	Anoka Co	7th Avenue Reconstruction in the City of Anoka	Expander	\$2,448,000	\$139,199,030	19	2	17	5	23	17	11	62	32	64	5	0	16	24	55	352	53	405
5344	Dakota Co	280th St Reconstruction in Multiple Townships	Connector	\$4,200,000	\$143,399,030	80	0	25	5	11	10	6	6	50	89	4	0	3	46	34	369	32	401
5194	Dakota Co	Foliage Ave Reconstruction in Greenvale Township	Connector	\$5,488,000	\$148,887,030	59	0	13	4	5	5	5	4	44	89	4	0	14	64	47	357	24	381
5339	St. Paul	University Ave Reconstruction in St. Paul	Reliever	\$3,680,000	\$152,567,030	40	18	0	4	28	14	11	70	13	25	4	0	0	68	49	344	35	379
5086	Carver Co	County Road 24 Reconstruction in Watertown	Connector	\$2,103,160	\$154,670,190	25	0	9	4	5	4	11	37	43	50	4	0	26	20	57	295	52	347
5352	Anoka Co	West Freeway Dr Realignment in Columbus	Reliever	\$3,367,500	\$158,037,690	0	1	4	6	6	5	11	12	40	58	4	0	1	58	64	270	30	300
5087	Carver Co	County Road 30 Reconstruction in Waconia Township	Connector	\$3,641,200	\$161,678,890	39	0	7	4	4	8	9	12	46	44	4	0	20	16	57	270	27	297
5384	Anoka Co	Crosstown Blvd Reconstruction in Andover	Expander	\$3,838,400	\$165,517,290	13	0	5	3	16	12	6	26	10	64	5	0	22	30	59	271	26	297

1A	Average distance to nearest pallel roadways
1B	Connection to total jobs and manufacturing / distribution jobs
1C	Current daily heavy commerical traffic
1D	Freight elements
2A	Current daily person throughput
2B	Forecast 2040 ADT
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing performance scores
4A	Date of consttruction
4B	Geometrick, structural, infrastructure deficiencies
5A	Vehicle delay reduced
5B	Kg of emissions reduced
6	Crashes Reduced
7	Transit, bike, ped elements / connections
8	Risk Assessment
9	Cost effectiveness

2016 Regional Solicitation Application Scoring

ROADWAY SYSTEM MANAGEMENT

Prioritizing Criteria

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria														9. CE	Grand Total	
					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
					1A	1B	1C	1D	2A	2B	3A	3B*	4	5A	5B	6	7	8			
					0-55	0-30	0-30	0-10	0-85	0-40	0-30	0-70	0-75	0-150	0-50	0-200	0-100	0-75	0-1,000	9	
			Federal	Cumulative																0-100	0-1,100
5218	Hennepin County	ITS Upgrades on 4 Corridors	\$ 1,760,000	\$ 1,760,000	46	30	30	10	44	32	30	69	70	150	17	200	100	47	875	100	975
5064	MnDOT	Signal Retiming in Eden Prairie	\$ 1,440,000	\$ 3,200,000	6	30	5	7	51	27	14	59	75	22	50	88	59	75	567	79	646
5200	St. Paul	Snelling and Lexington Avenue ITS technologies in St. Paul	\$ 2,001,320	\$ 5,201,320	19	30	10	6	85	40	26	70	75	2	9	0	99	59	529	53	583
5397	Washington County	Traffic Signal Communication Upgrades in Woodbury and Oakdale	\$ 654,880	\$ 5,856,200	55	7	6	3	32	35	9	57	0	0	0	0	45	75	324	100	424

1A	Average distance to nearest parallel roadways
1B	Connection to total jobs and manufacturing / distribution jobs
1C	Current daily heavy commercial traffic
1D	Freight elements
2A	Current daily person throughput
2B	forecast 2040 ADT
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing performance scores
4	Date of construction
5A	Vehicle Delay reduced
5B	Kg of emissions reduced
6	Crashes Reduced
7	Transit, bike, ped elements / connections
8	Risk Assessment
9	Cost Effectiveness

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

BRIDGES

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System & Econ.				2. Usage		3. Equity / Housing		4. Infra.		5. Multimodal	6. Risk	Total	7. CE	Grand Total
					1A	1B	1C	1D	2A	2B	3A	3B	4A	4B	5	6			
					0-115	0-30	0-35	0-15	0-100	0-30	0-30	0-70	0-300	0-100	0-100	0-75	0-1,000		
4849	Hennepin County	West Broadway Ave Bridge in Robbinsdale and Minneapolis	\$7,000,000	\$7,000,000	115	8	18	15	92	30	27	63	300	100	85	73	926	17	943
5300	St. Paul	Kellogg Blvd Bridge in St. Paul	\$7,000,000	\$14,000,000	10	30	14	14	92	23	16	70	222	100	90	63	744	10	754
4868	Hennepin County	Shoreline Drive Bridge in Orono	\$2,000,000	\$16,000,000	30	0	35	11	94	25	5	22	250	0	75	61	610	59	669
4884	Ramsey County	County Road C Bridge in Roseville	\$4,471,200	\$20,471,200	4	3	13	14	45	14	6	69	233	100	65	50	616	27	643
4867	Hennepin County	Shadywood Rd Bridge in Orono and Tonka Bay	\$1,520,000	\$21,991,200	40	2	33	8	64	20	7	9	192	0	75	75	525	67	592
5407	Washington County	Stonebridge Tr Bridge in Stillwater	\$940,240	\$22,931,440	75	1	4	2	30	9	18	50	134	0	100	60	482	100	582
5276	Minneapolis	Nicollet Ave Bridge in Minneapolis	\$7,000,000	\$29,931,440	19	5	4	0	100	15	9	70	157	0	75	57	510	6	515
5379	St. Paul	Lafayette Rd Bridge in St. Paul	\$5,064,000	\$34,995,440	29	30	7	5	63	12	30	70	155	0	55	39	495	13	508

1A	Average distance to nearest parallel roadways
1B	Connection to total jobs and manufacturing / distribution jobs
1C	Current daily heavy commercial traffic
1D	Freight elements
2A	Current daily person throughput
2B	forecast 2040 ADT
3A	Connection to disadvantage populations and project's benefits,
3B	Housing performance scores
4	Bridge sufficiency rating
4B	Load-posting
5	Transit, bike, ped elements / connections
6	Risk Assessment
7	Cost Effectiveness

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

TRANSIT EXPANSION

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System		2. Usage	3. Equity and Housing		4. Emissions Reductions	5. Multimodal	6. Risk	Total	7. CE	Grand Total
					1A	1B	2A	3A	3B	4	5	6			
					0-50	0-50	0-350	0-130	0-70	0-200	0-100	0-50	0-1,000		
5390	Metro Transit	Hennepin Ave Bus and Technology Improvements in Minneapolis	\$7,000,000	\$7,000,000	50	50	350	101	70	151	17	50	839	4	843
5391	Metro Transit	Lake St/Marshall Ave Bus and Technology Improvements in Minneapolis and St. Paul	\$7,000,000	\$14,000,000	29	16	247	126	70	196	17	50	751	5	756
5190	Metro Transit	Route 63 Service Improvement in St. Paul	\$6,122,444	\$20,122,444	50	34	76	126	70	153	0	50	559	9	568
5324	SouthWest Transit	SouthWest Transit Fixed Route Service to Mall of America	\$5,603,505	\$25,725,949	28	17	39	108	64	200	0	50	505	7	512
4847	Eden Prairie	Town Center LRT Station Construction in Eden Prairie	\$6,141,560	\$31,867,509	5	16	29	87	59	55	100	41	391	100	491
5338	SouthWest Transit	Expansion of Electric Bus Service in Eden Prairie, Chanhassen, Carver,	\$5,280,000	\$37,147,509	15	21	33	43	53	179	33	50	427	11	438
5322	SouthWest Transit	Service Between Plymouth and Eden Prairie	\$6,021,212	\$43,168,721	19	24	11	58	67	156	0	50	384	7	391
5333	Metro Transit	Route 363 Between St. Paul and Cottage Grove	\$5,906,267	\$49,074,988	17	40	25	76	47	53	50	50	359	5	364
5209	MVTA	Local Service Expansion in Rosemount	\$1,776,000	\$50,850,988	4	17	10	130	68	28	0	50	307	14	321
5421	Metro Transit	35W Service Extension in Lakeville	\$6,556,000	\$57,406,988	6	16	46	54	68	22	33	50	296	4	299

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 Performance Scores
4	Total emissions reduced
5	Bicycle/Pedestrian elements and connections
6	Risk assessment
7	Cost effectiveness

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

TRANSIT Modernization

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria											8. CE	Grand Total		
			Federal	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	2A	3A	3B	4	5A	5B	5C	6	7			0-1,000	
4842	Metro Transit	Regional Communication Improvements by Metro Transit	\$200,000	\$200,000	50	50	300	80	62	86	0	28	0	42	100	798	100	898	
5389	Metro Transit	Penn Ave Bus Stop Modernization Between Brooklyn Center and Minneapolis	\$7,000,000	\$7,200,000	22	36	7	71	70	70	53	30	28	50	71	508	16	524	
5323	Metro Transit	Heywood II Bus Garage Construction in Minneapolis	\$7,000,000	\$14,200,000	23	27	96	80	61	100	0	23	19	0	84	513	0	513	
5387	Metro Transit	Chicago Ave Corridor Bus Stop Modernization in Minneapolis	\$7,000,000	\$21,200,000	22	39	17	71	70	70	57	30	28	58	48	510	0	510	
5399	Apple Valley	Red Line 147th Street Station Skyway in Apple Valley	\$3,300,000	\$24,500,000	3	16	1	43	67	35	75	27	23	100	90	480	8	488	
5442	Metro Transit	Blue Line Enhancement in Minneapolis	\$7,000,000	\$31,500,000	28	25	92	36	70	74	0	36	9	0	95	465	1	466	
5388	Metro Transit	Emerson and Freemont Ave Bus Stop Modernization in Minneapolis	\$7,000,000	\$38,500,000	3	24	17	71	70	70	57	30	28	50	45	465	0	465	
5326	Metro Transit	Green Line Energy Storage Recovery System in Minneapolis and St. Paul	\$3,200,000	\$41,700,000	26	25	49	36	70	74	0	31	0	0	100	411	16	427	
5342	Metro Transit	Hennepin Ave Customer Facility Improvements in Minneapolis	\$3,452,800	\$45,152,800	10	29	33	43	70	74	0	28	28	50	45	410	8	418	
5291	Metro Transit	Purchase of five electric buses for Routes 10, 59, and 118	\$4,000,000	\$49,152,800	27	30	8	80	61	70	0	31	0	0	100	407	1	408	
5343	Metro Transit	5th/6th Street Customer Facility Improvements in St. Paul	\$3,009,600	\$52,162,400	5	24	41	50	70	63	0	11	28	33	42	367	0	367	
5426	Metro Transit	12th Street Transit-Only Ramp Construction in Minneapolis	\$7,000,000	\$59,162,400	6	26	12	36	70	81	0	38	5	0	71	345	16	361	
4971	MVTA	Route 444 Modernization in Savage, Burnsville, Eagan, Bloomington	\$5,600,000	\$64,762,400	4	22	1	37	68	93	0	0	5	0	100	330	1	331	

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 Performance Scores
4	Total emissions reduced
5A	Percent travel time reduction
5B	Percent O&M cost reduction
5C	Project improvements for users
6	Bicycle/Pedestrian elements and connections
7	Risk assessment
8	Cost effectiveness

2016 Regional Solicitation Application Scoring

TDM

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	Cumulative	1	2	3A	3B	4A	4B	5	6A	6B			
					0-100	0-100	0-80	0-70	0-200	0-200	0-200	0-25	0-25	0-1,000		
5312	St. Paul Smart Trips	St. Paul Smart Trips Colleges as Hubs for TDM Innovation Pilot Program	\$132,000	\$132,000	100	27	60	34	200	39	200	22	0	682	100	782
5015	Nice Ride MN	Nice Ride Densification and Infill Initiative in Minneapolis	\$300,000	\$432,000	80	32	70	70	113	152	100	24	15	656	35	691
5370	MVTA	Transportation Management Association for Scott and Dakota Counties	\$241,600	\$673,600	60	100	40	64	75	11	175	23	25	573	46	619
4886	CarFreeLife	Shared Mobility, Community Outreach and Development Program Demonstration in Minneapolis and St. Paul	\$200,000	\$873,600	40	0	60	70	13	200	150	17	0	550	53	603
5430	Scott County	Multimodal Outreach and Marketing Coordinator for Scott County	\$119,200	\$992,800	20	30	60	43	38	2	125	23	25	366	59	426
5310	Cycles for Change	Learn to Ride a Bicycle Program Expansion in Minneapolis and St. Paul	\$266,195	\$1,258,995	40	0	80	70	50	3	50	25	15	333	24	358

1	Ability to capitalize on existing facilities and resources
2	Users
3A	Connection to disadvantaged populations and project's benefits, impacts, and mitigation
3B	Housing Performance Scores
4A	Congested roadways
4B	VMT reduced
5	Innovation and geographic expansion
6A	Technical capacity of applicant's organization
6B	Continuation of project after initial federal funds are expended
7	Cost Effectiveness

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

MULTIUSE TRAILS AND BICYCLE FACILITIES

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria									7. CE	Grand Total		
			Federal	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			0-100	0-1,100
5217	Hennepin County	Creating Critical Bicycle Transportation Link on Portland Avenue (CSAH 35) at the Crosstown Highway (TH 62)	\$750,176	\$750,176	200	92	26	62	90	145	100	119	834	100	934		
5394	Minneapolis	Queen Avenue Bicycle Boulevard	\$1,000,000	\$1,750,176	150	193	50	70	74	132	90	91	850	76	926		
5238	St. Paul	Johnson Parkway Trail (Grand Round)	\$5,500,000	\$7,250,176	200	123	50	70	88	128	100	124	883	14	897		
5202	Bloomington	France Avenue Trail	\$2,803,313	\$10,053,489	200	159	26	70	89	140	85	83	853	27	880		
5156	St. Paul	Como Ave Trail - Grand Round	\$5,058,000	\$15,111,489	200	132	34	56	85	127	100	119	853	15	869		
5419	West St. Paul	West St. Paul Oakdale and Marie Trail Extension`	\$1,195,360	\$16,306,849	200	68	40	62	75	123	90	100	758	57	815		
5079	St. Louis Park	Dakota-Edgewood Trail Bridge Crossing	\$2,918,400	\$19,225,249	200	107	30	70	85	122	60	111	784	24	808		
5184	Burnsville	Cliff Road Improvement Trail Project	\$676,000	\$19,901,249	175	52	19	69	77	132	75	111	709	94	803		
5313	Dakota County	Dakota County Robert Street Trail Connection	\$656,000	\$20,557,249	150	71	40	62	66	122	85	104	701	96	797		
5071	Brooklyn Center	TH 252 Pedestrian Overpass at 70th Avenue North	\$1,902,640	\$22,459,889	125	73	50	70	77	150	75	119	740	35	775		
5420	West St. Paul	West St. Paul Wentworth Avenue Trail Gap	\$984,000	\$23,443,889	175	57	26	62	79	123	75	108	706	64	770		
5284	St. Paul	Bruce Vento Bicycle & Pedestrian Bridge Connection	\$5,500,000	\$28,943,889	150	178	50	70	100	80	30	106	764	6	770		
5275	MnDNR	Minnesota Valley State Trail-Bloomington Section	\$1,880,000	\$30,823,889	175	200	5	70	91	75	20	96	732	35	767		
5285	Minneapolis	Prospect Park Trail	\$2,140,800	\$32,964,689	150	124	26	70	81	120	85	76	733	31	764		
5231	Scott County	US 169 Pedestrian/Bicycle Bridge	\$870,080	\$33,834,769	125	49	30	67	82	145	70	119	687	71	758		
5260	St. Paul	Fish Hatchery Trail Reconstruction	\$1,801,600	\$35,636,369	200	61	23	70	85	120	40	119	718	36	754		
5314	Dakota County	Dakota County CSAH 42 Trail Gap and Underpass	\$1,256,000	\$36,892,369	175	52	13	67	88	120	65	104	684	49	733		
5168	Dakota County	Dakota County Minnesota River Greenway Eagan South	\$4,016,000	\$40,908,369	200	91	23	70	92	120	25	95	715	16	731		
5018	Lino Lakes	Lino Lakes CSAH 14 Trail	\$880,000	\$41,788,369	175	22	20	52	80	135	60	111	655	67	722		
5432	Mendota Heights	Mendota Heights Dodd Road Trail Extension	\$1,487,712	\$43,276,081	200	63	13	18	87	120	75	95	671	41	712		
5294	Minneapolis	36th Street Bicycle and Pedestrian Connection	\$3,195,926	\$46,472,007	125	108	26	70	75	75	100	113	692	19	712		
4933	Dakota County	Dakota County River to River Greenway Dodd Road Underpass	\$672,000	\$47,144,007	200	28	10	18	69	115	55	119	615	82	697		
5172	Ramsey County	Bruce Vento Regional Trail Extension - Buerkle Road to Highway 96	\$4,100,000	\$51,244,007	200	90	23	62	100	80	40	76	670	15	685		
4848	Eden Prairie	Flying Cloud Drive Regional Trail	\$2,836,000	\$54,080,007	125	67	30	59	96	125	65	87	654	21	675		
5155	Brooklyn Park	Rush Creek Regional Trail Grade Separations at Hennepin CSAH 103 and Future Xylon Avenue	\$1,539,551	\$55,619,558	175	36	34	70	83	79	45	105	627	37	663		
4874	Three Rivers Park District	Lake Minnetonka LRT Regional Trail Bridge over CSAH 19	\$2,926,724	\$58,546,282	200	23	13	6	83	130	55	125	634	19	654		
5233	Ramsey (City)	Mississippi Skyway - Multiuse Bridge and Regional Transportation Systems Connector	\$3,626,160	\$62,172,442	150	15	20	38	78	135	60	130	626	16	641		
5408	Rosemount	Rosemount Greenway Downtown Connection	\$1,360,000	\$63,532,442	125	39	18	69	71	110	65	100	596	39	635		
5145	Edina	Valley View Road Bicycle Lane Extension, W 64th St to W 66th St	\$1,600,000	\$65,132,442	125	95	10	45	84	78	60	104	600	34	634		
5348	Hennepin County	Hopkins to Chaska LRT Corridor Slope Restoration	\$1,420,800	\$66,553,242	200	25	8	38	78	100	40	108	596	38	633		
5089	Carver County	Lake Minnetonka LRT Regional Trail - Stieger Lake boat launch to Rolling Acres Road	\$477,040	\$67,030,282	200	24	18	22	84	60	10	103	520	99	619		
5413	Farmington	Farmington North Creek Greenway Gap	\$1,043,480	\$68,073,762	175	40	13	56	73	70	25	104	556	48	603		
5177	Oakdale	4th Street Bridge Widening With Paved Trail From Hadley Ave No. and 4th Street to Helmo Ave. and 4th Street	\$1,091,200	\$69,164,962	50	87	23	62	83	70	70	105	550	45	595		
5273	Edina	Replacement of Rosland Park Pedestrian & Bicycle Bridge over TH 62	\$1,993,200	\$71,158,162	50	107	8	45	88	75	40	112	525	24	549		
5186	Shakopee	US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail	\$2,173,628	\$73,331,790	50	23	19	67	86	85	40	126	496	21	517		
5088	Carver County	Lake Waconia Regional Trail	\$754,960	\$74,086,750	150	17	13	44	62	55	15	103	458	55	512		
5405	Anoka County	Rum River Regional Trail Expansion	\$1,063,040	\$75,149,790	50	11	18	13	69	130	25	107	423	36	459		
5254	Anoka County	TH 47 Pedestrian Crossing and Associated Improvements	\$1,471,680	\$76,621,470	50	19	19	19	77	75	40	107	406	25	431		
5269	Washington County	CSAH 5/Stonebridge Trail Connection to the Brown's Creek State Trail	\$1,426,800	\$78,048,270	50	19	19	60	74	72	10	97	402	25	427		

1	Location relative to Regional Bicycle Transportation Network
2	Existing population within 1 mile
3A	Connection to disadvantaged populations and project's benefits, impacts,
3B	Housing performance scores
4A	Gaps closed / barriers removed and/or continuity between jurisdictions improved
4B	Deficiencies corrected or safety problems addressed
5	Transit or Pedestrian Elements and Connections
6	Risk Assessment
7	Cost Effectiveness

2016 Regional Solicitation Application Scoring

PEDESTRIAN FACILITIES

					Prioritizing Criteria											
					1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing		4. Safety		5. Multimodal	6. Risk	Total	7. CE	Grand Total	
					1	2	3A	3B	4A	4B	5	6		7		
					0-150	0-150	0-50	0-70	0-120	0-180	0-150	0-130	0-1,000	0-100	0-1,100	
ID	Applicant	Project Name	Funding Information	Cumulative												
5080	St. Louis Park	Beltline Blvd Pedestrian Improvements in St. Louis Park	\$560,000	\$560,000	115	105	26	70	100	180	136	120	852	70	922	
5090	St. Paul	Payne-Phalen Sidewalk Gap Infill Construction in St. Paul	\$780,000	\$780,000	150	144	50	70	70	130	70	125	809	43	852	
5438	Hennepin County	46th Street Pedestrian Improvements in Minneapolis	\$506,480	\$506,480	35	150	34	70	60	140	150	130	769	70	839	
5436	Hennepin County	Lake St/Excelsior Blvd Pedestrian Improvements in Minneapolis	\$706,160	\$706,160	53	74	18	70	80	150	144	116	705	46	751	
5331	South St. Paul	Wentworth Avenue Sidewalk Improvements in South St. Paul	\$287,200	\$287,200	109	67	23	70	80	130	28	119	628	100	728	
5412	Dakota County	Southview Blvd Sidewalk Improvements in South St. Paul	\$1,000,000	\$1,000,000	45	82	30	70	90	160	90	125	691	8	699	
5199	Shorewood	Galpin Lake Road Pedestrian Walkway in Shorewood	\$1,000,000	\$1,000,000	23	47	13	12	120	140	36	128	518	24	542	

1	Connection to Jobs and Educational Institutions
2	Existing Population
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing Performance Scores
4A	Gaps and Barriers
4B	Deficiencies/Safety
5	Transit or bicycle elements and connections
6	Risk Assessment
7	Cost Effectiveness

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

SAFE ROUTES TO SCHOOL INFRASTRUCTURE

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria										6. CE	Grand Total
			Federal	Cumulative	1. SRTS Program Elements	2. Usage		3. Equity and Housing		4. Safety		5. Public Engagement / Risk		Total		
					1	2A	2B	3A	3B	4A	4B	5A	5B	0-1,000		
5429	St. Paul	Expo Area School SRTS Improvements in St. Paul	\$498,400	\$498,400	250	170	30	26	70	70	122	35	85	857	100	957
5431	St. Paul	Washington Tech SRTS Improvements	\$816,000	\$1,314,400	173	31	80	50	70	53	97	25	85	664	47	711
5195	Carver County	US 212 SRTS Crossing in Norwood Young America	\$1,225,360	\$2,539,760	116	46	70	34	29	100	150	45	78	668	32	700

1	Describe how 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 Scores
4A	Gaps and Barriers
4B	Deficiencies/Safety
5A	Public engagement process
5B	Risk assessment
6	Cost Effectiveness