

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, November 2, 2016
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of October 5, 2016 Minutes**
4. **TAB Report – Elaine Koutsoukos**
5. **Committee Reports**
 - **Executive Committee** (Steve Albrecht, Chair)
 - a. **2016-54 Travel Behavior Inventory**
 - **Planning Committee** (Lisa Freese, Chair)
 - **Funding and Programming Committee** (Tim Mayasich, Chair)
 - a. **2016-52 Three Rivers Park District Scope Change**
 - b. **2016-53 Three Rivers Park District TIP Amendment**
6. **Special Agenda Items**
 - **Evaluation of Unique Projects (Steve Peterson, MTS)**
 - **Regional Solicitation Preliminary Scores (Steve Peterson, MTS)**
 - **Congestion Management Safety Plan 4 (Michael Corbett, MnDOT and Paul Morris, SRF Consulting)**
 - **MnPASS System Study Phase 3 (Brad Larsen, MnDOT)**
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.

None

ACTION TRANSMITTAL No. 2016-54

DATE: October 26, 2016
TO: Technical Advisory Committee
PREPARED BY: Jonathan Ehrlich, Planning Analyst (651-602-1408)
SUBJECT: Ongoing Funding Strategy for the Travel Behavior Inventory (TBI).
REQUESTED ACTION: Recommend approval of a funding strategy for the TBI.
RECOMMENDED MOTION: TAC recommends that TAB allocate \$2.7 million of federal Regional Solicitation funds to the Travel Behavior Inventory for the first six years of the program.

BACKGROUND AND PURPOSE OF ACTION: The Metropolitan Council, like all large MPOs, maintains a regional transportation forecasting model. This model is regularly updated to reflect changes in regional demographics, transportation networks, and observed travel patterns and behaviors. Federal laws and regulations require the regular maintenance of the model for planning, environmental, and environmental justice purposes.

The regional model is used by the Council to demonstrate conformity of the regional TIP and TPP to the Clean Air Act, enabling federal transportation funds to be spent in the region. The regional travel model is used for project forecasting by MnDOT, Metro Transit, counties and cities. The information put out by the model is used for project justification, estimation of environmental impacts, and for design. The right-sizing of major infrastructure projects, such as the TH 169/I-494 interchange in Hennepin County is an important use of the model. The Council's role in project forecasting is to maintain the model and its input data, provide technical support to users of the model, and review model validation and results. The credibility of model forecasts is crucial to major highway and transit projects; models that lack credibility and currency expose major projects to litigation risk.

The region's model is only as good as the data that is used to develop it. The program used to collect our region's data is known as the Travel Behavior Inventory (TBI) and has been an on-going data collection program since 1949. Traditionally the TBI data have come from a decennial household travel survey and a transit on board survey every five years. From 2015-2016 the Council engaged a consultant to make recommendations for the future structure and frequency of the TBI program considering the needs of the model, contemporary policy concerns, the pace at which changes in travel patterns now occur and advances in technology. The work of the consultant was overseen by regional stakeholders, including members of TAC.

RELATIONSHIP TO REGIONAL POLICY: The regional travel demand model is used by all major transportation stakeholders across the Twin Cities and is a requirement of the TPP and TIP to determine air quality conformity.

STAFF ANALYSIS: Previous conversations with the TAC and TAB indicate a high level of interest in maintaining a current and useful model for regional use. Staff was directed to identify a funding mechanism that keeps the TBI data current and relevant to produce the highest benefit for the model to

the region. Instead of conducting one household travel survey every ten years and a transit on board survey every five years, the proposal is for a continuous program sampling the region every two years plus transit, airport, and University of Minnesota emphasis areas on a regular basis and continuing updates to the regional model for an estimated cost of \$2.5 million every two years. This action would also establish an agreed upon funding formula for the future.

The recommended motion involves splitting the cost equally between three partners: the Metropolitan Council, MnDOT, and TAB through the Regional Solicitation. This is a total of \$850,000 per participant per two year cycle.

Taking this action at this time fits into the funding cycle for TAB's 2016 solicitation round. However this falls behind MnDOT's funding cycle and therefore the MnDOT share would be funded by a one-time funding available from the Council and a slightly higher share from TAB (\$1.0 M versus \$850,000) for the first two-year cycle of the TBI data collection.

Action is needed at this time to advance the TBI program to ensure continued reliable, trusted results for the region's transportation partners.

COMMITTEE COMMENTS AND ACTION: Following the last TAC meeting, TAB passed a motion directing staff to develop a memorandum of agreement for future funding based on the principle of equal funding shares between the Council, MnDOT, and TAB. The TAB also directed staff to show the TBI as off-the-top funding in Regional Solicitation funding scenarios that are being developed.

In addition, since the last TAC meeting, MnDOT's Transportation Programming and Investment Committee (TPIC) committed to funding one third of the TBI starting in 2019.

At its October 5 2016, meeting, TAC requested a work group of Planning and Funding & Programming Committee members be formed to further explore the issue of funding the TBI through the Regional Solicitation. That work group, consisting of representatives from five counties, MnDOT, TAB, and the Council made the following suggestions:

- That Council staff provide a graphic version of TBI activities.
- That consultant selection committees for TBI- related activities include local agency representation.
- That Council modeling staff establish a regional transportation modeling work group, inclusive of the counties and other interested agencies, to establish how to best assure that the Regional Model is of optimal use to the Council's regional partners.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

Travel Behavior Inventory and Regional Model

Draft Scopes of Work- Years 1-6

The Travel Behavior Inventory and regional model program is a ten-year program consisting of a biennial household travel survey, a once-in-five years transit on board survey and other direct and 3rd party travel behavior data collection to support the currency and validity of the regional travel demand forecast model. Below is a brief summary of each element of the program in the first six years of the program.

Funding / Contracting Year	Elements
2017	“Kick-Start” household survey 3 rd party data Model update
2019	Household survey Special generator Transit on-board survey
2021	Household survey Special generator Model overhaul

Household Travel Survey

A consultant will be engaged to perform a regional household travel survey in biennial waves, with the initial survey wave being 2.5 times larger than successive waves to allow for immediate use of the data. Similar survey instruments and sample approaches will be used for each wave. The survey is intended to be a year-long cross-sectional survey, with some oversampling targeted populations in each wave. Data collected will include person and household demographics, school and work locations, employment/student status, activity types and duration, travel modes and times. Effort will be made to include new and emerging modes of travel (including transportation network services, car/bike sharing, autonomous vehicles). Smartphone prompted-recall GPS technology will be the main mode of data collection. The consultant will be expected to develop a sample plan that addresses people without smartphones (including children in a household), as well as known and common sources of bias in household surveys. The consultant will field the survey. The consultant will process, geocode, and assemble the survey results into a database. The consultant will provide initial analysis of survey data, including developing expansion weights, and fully document all aspects of the survey design, collection, and analysis. In subsequent waves, the consultant will develop methodology to combine data from previous years.

Cost (constant dollars): \$2,000,000 for first wave, \$800,000 for successive waves.

Cost assumptions: 7,500 households for first wave, 3,000 for successive waves.

\$260/HH based on peer comparison, judgement of TBI Program Evaluation consultant and Council staff.

Contract years: 2017, 2019, 2021

Third Party Data Collection

The Council will contract with a commercial transportation data provider to provide origin-destination data for travelers entering and departing the Twin Cities region. The data will be provided at a level of geographic and travel purpose granularity to allow use in regional travel model estimation and validation.

Cost: \$200,000

Cost assumptions: Judgment of TBI Program Evaluation consultant and Council staff.

Contract Years: 2018

Transit On-Board Survey

A consultant will be engaged to perform a transit on board survey every five years per FTA recommendation. A survey will be administered to a sample of riders on all fixed-route buses and trains operated by all providers in the region. The survey will collect origin-destination and demographic data on riders. The preferred survey mode will be in-person interview with tablet computer. The consultant will be responsible for survey design, sample design (including addressing known sources of bias), fielding the survey, processing and expanding data, initial analysis of survey data, and complete documentation. The survey will be designed to meet needs for transit agency Title VI analysis as well as FTA requirements for before and after studies for New Starts projects.

Cost (constant dollars): \$1,300,000 per survey

Cost assumptions: 2016 on board survey proposals, peer experience, 10% overall sample

Contract Years: 2020

Regional Model Update

A consultant will be hired to evaluate and update the regional model in light of data from the 2016 on-board survey, the 2018 household survey, and the 2018 external data purchase, as well as use experience since 2015. Model estimation data sets will be developed, and each component of the regional model will be re-estimated and re-validated as necessary. Council staff will work in advance of hiring a consultant to determine with stakeholder input desired enhancements to the model, which will also be incorporated.

Cost (constant dollars): \$200,000

Cost assumptions: past experience, judgement of Council staff

Contract Years: 2018

University Special Generator Survey

A consultant will be hired to perform this survey, which will measure the travel behavior of university students. The consultant will work with Council staff and staff at local universities, colleges, and community colleges to determine the appropriate distribution and form of data collection. The data collection may consist of a specially designed survey, or may involve incorporating samples of students into an ongoing wave of the household travel survey. The consultant will be responsible for survey and sample design, execution of the survey, data assembly and weighing, and initial analysis and documentation.

Cost (constant dollars): \$150,000
Cost assumptions: past experience, judgement of Council staff
Contract Years: 2019

Airport Special Generator Survey

A consultant will be hired to perform this survey, which will measure the travel behavior of MSP airport visitors. The consultant will work with Council staff and staff at MAC to determine the appropriate distribution and form of data collection. The data collection may consist, as in 2010, of a departure gate in-person interview or it may involve third-party data purchases, or both. The of a specially designed survey, or may involve incorporating samples of students into an ongoing wave of the household travel survey. The consultant will be responsible for survey and sample design, execution of the survey, data assembly and weighing, and initial analysis and documentation.

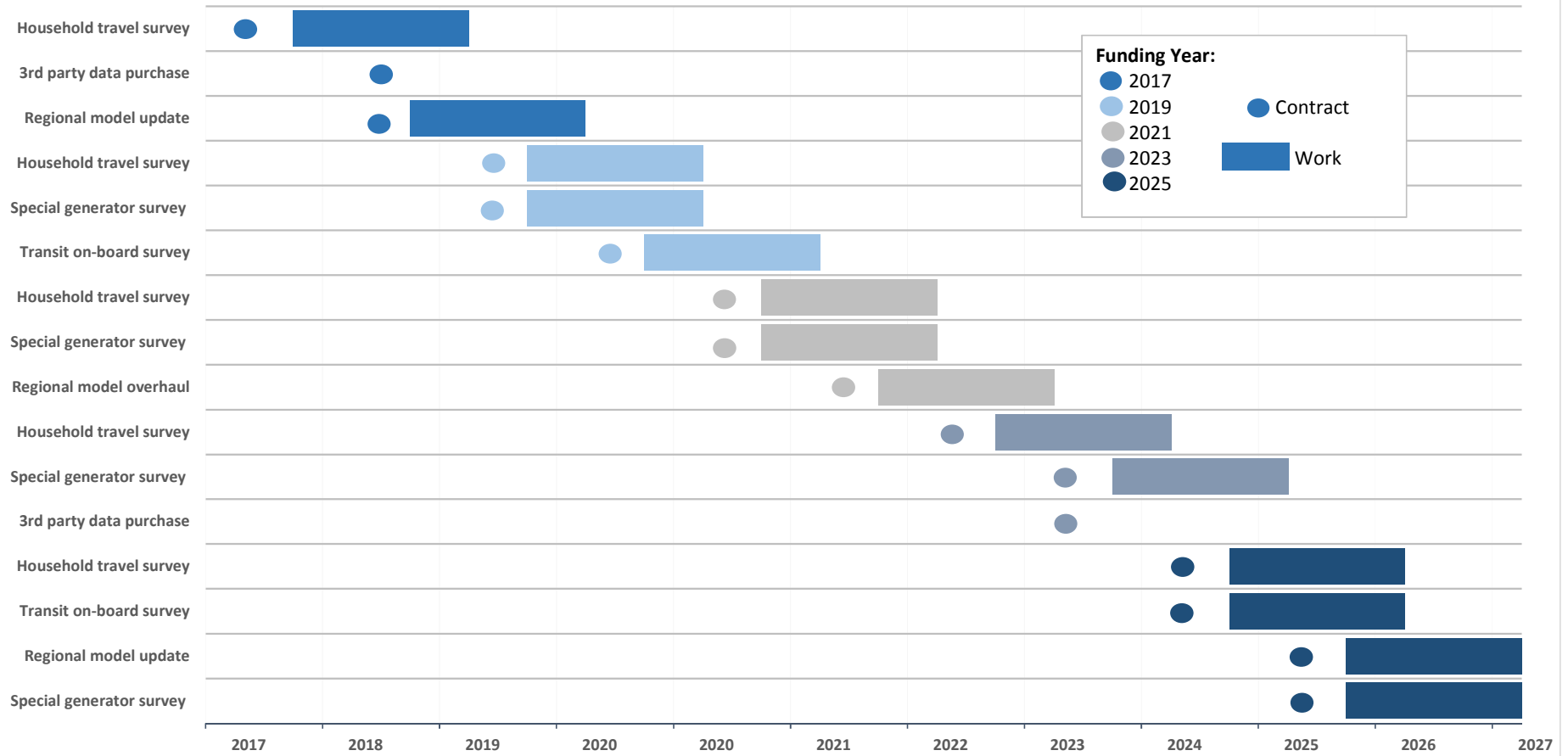
Cost (constant dollars): \$100,000
Cost assumptions: past experience, judgement of Council staff
Contract Years: 2021

Regional Model Overhaul

A consultant will be hired to evaluate and update the regional model in light of data from data collection to-date. Potential major structural changes to the regional model will be assessed. The consultant will work with council staff and model stakeholders to determine the most effective and efficient form for the model based on current policy concerns and state-of-the-practice methods. Model estimation data sets will be developed, and each component of the regional model will be re-estimated and re-validated as necessary.

Cost (constant dollars): \$200,000
Cost assumptions: past experience, judgement of Council staff
Contract Years: 2021

TBI Activity Timeline



ACTION TRANSMITTAL No. 2016-52

DATE: October 21, 2016

TO: Technical Advisory Committee
TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Scope Change Request for Three Rivers Park District's Regional Trail System Ramps and Right-of-Way Acquisition project.

REQUESTED ACTION: The Three Rivers Park District requests a scope change to its Regional Trail System Ramps and Right-of-Way Acquisition project (SP # 091-090-081) to eliminate the Edina segment and adjust the Brooklyn Park segment to include a portion of on-street bicycle access.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of the Three Rivers Park District's request to change the scope of its Regional Trail System Ramps and Right-of-Way Acquisition project (SP # 091-090-081) to eliminate the Edina segment and adjust the Brooklyn Park segment to include a portion of on-street bicycle access with an \$83,200 reduction in federal funds.

BACKGROUND AND PURPOSE OF ACTION: The Three Rivers Park District was awarded \$1,040,000 of 2017 program year funds as part of the Bicycle/Pedestrian category in the 2013 Transportation Alternatives Program (TAP) Regional Solicitation. The project proposed to add "on ramp" transportation facilities meant to provide direct connections to the regional trail system. Specifically the following six sub-projects were funded:

1. Bloomington – Off-street trail on Old Cedar Avenue connecting to the Intercity Regional Trail.
2. Brooklyn Park – Off-street trail along 63rd Avenue connecting to the Crystal Lake Regional Trail. Distance of 0.75 miles.
3. Edina – Off-street trail extending from the Oaklawn Avenue cul-de-sac to the Nine Mile Creek Regional Trail.
4. Plymouth – Off-street trail along Fernbrook Lane connecting to the Luce Line Regional Trail.
5. Richfield – On-street bike lane along 70th Street connecting to the Intercity Regional Trail.
6. Wayzata – On-street bike lane along Ferndale Road connecting the Dakota Rail Regional Trail and Luce Line State Trail

The applicant is requesting the following changes to two of the above sub-projects:

1. Brooklyn Park – Changing from a 0.75-mile off-road trail to a 0.46-mile on-road bikeway and a 0.3-mile off-road trail.
2. Edina – Elimination of the sub-project.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the

original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request accompanies this request.

STAFF ANALYSIS: Working with the scorers from the Regional Solicitation, Metropolitan Council staff reviewed the original project and scoring. The project originally scored 678 points, 18 points higher than the top-scoring un-funded project. Scorers reported a total drop of eight points in the scoring, leaving the total at 670, still higher than the top-scoring un-funded project.

The amount of federal funding to be removed from the project should be considered based on the proposed changes. The applicant is requesting that the project retain the entire \$1,040,000, due to \$182,500 in project cost increases that have been uncovered since the original application.

The Brooklyn Park sub-project is proposed to change by constructing part of the off-street trail as an on-street bikeway. This change leads to an overall cost reduction of \$42,168 (\$316,368 for original application minus \$274,200 new project cost). The additional cost cited in the applicant's request, \$75,000 for signal upgrades and other needs, was not in the original application and should not be considered as part of this scope change request.

The Edina sub-project, to be removed, made up eight percent of the total project cost in the original application (\$83,200 of the federal allotment). Given that this portion of the project is being removed, TAB may consider removing this amount of federal funding.

Between the reduction of the Brooklyn Park sub-project (\$42,168) and the removal of the Edina sub-project (\$83,200), TAB should consider a total reduction of \$125,368 to \$914,632. These funds would be reallocated as part of TAB's Federal Funds Management Process.

COMMITTEE COMMENTS AND ACTION: At its October 20, 2016 meeting, the Funding & Programming Committee voted 11-10 to recommended approval of this scope change request with an \$83,200 reduction. Dissenting members felt the request should have been approved with a \$125,368 reduction.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	10-20-2016
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Approve	-

**Three Rivers
Park District
Board of
Commissioners**

August 11, 2016

Penny Steele
District 1

Timothy Mayasich,
TAC Funding and Programming Committee,
Metropolitan Council,
390 Robert Street North,
St. Paul, MN 55101

Jennifer DeJournett
District 2

RE: SP 091-090-081 and 091-090-086, TA 8817(049) and (060)
Regional Trail System Ramps and Right of Way Acquisition
Scope Change Request

INTRODUCTION

Daniel Freeman
Vice Chair
District 3

Three Rivers Park District was successful in the 2014 Regional solicitation for Federal Transportation Alternatives Program (TAP) Funding for constructing “On-Ramps to the Regional Trail System” project. Although the original project description has changed since its submittal, the objectives and benefits remain mostly unchanged and consistent with its original intent. Please consider this formal scope change request and the ability to retain federal funding levels as described below in order to move forward with the revised scope of the project.

John Gunyou
Chair
District 4

ORIGINAL PROJECT DESCRIPTION AND BENEFITS

John Gibbs
District 5

Three Rivers Park District proposed six local, non-motorized, “on-ramp” transportation facilities that would directly connect to the regional trail system. The projects would help overcome the documented challenges that users have in accessing the regional trail system by bike or foot. These six projects were selected from 32 projects submitted to Three Rivers Park District by local cities and include the following:

Steven Antolak
Appointed
At Large

1. Bloomington – Off-street trail on Old Cedar Avenue connecting to the Intercity Regional Trail,
2. Brooklyn Park – Off-street trail along 63rd Avenue connecting to the Crystal Lake Regional Trail,
3. Edina – Off-street trail extending from the Oaklawn Avenue cul-de-sac to the Nine Mile Creek Regional Trail,
4. Plymouth – Off-street trail along Fernbrook Lane connecting to the Luce Line Regional Trail,
5. Richfield – On-street bike lane along 70th Street connecting to the Intercity Regional Trail, and

Gene Kay
Appointed
At Large

Boe Carlson
Superintendent

6. Wayzata – On-street bike lane along Ferndale Road connecting the Dakota Rail Regional Trail and Luce Line State Trail.

The original project objectives and benefits as described above remain largely unchanged and will be achieved with the project. The exception is related to the Edina segment, which will be removed in its entirety. The change in scope will also maintain the original project objectives and benefits as identified in the TAP application where the scope change applies.

REQUESTED SCOPE OF CHANGE

Since the 2014 TAP application, Three Rivers Park district has worked closely with each of the 6 cities to further evaluate the feasibility of constructing each of the segments. After review and consideration, changes were required for the Edina and Brooklyn Park segments as follows:

Edina – The Edina segment was intended to be an off-road trail that was constructed between multi-family residential units. Easements were required from each of the four landowners to allow for trail construction. While the trail was technically feasible to construct, three of the four landowners were opposed to the project. Initial estimates related to easement acquisition were \$43,680 (TAP application amount, including inflation) for the 4 easements required. After completing the appraisals, this amount was determined to be \$135,300, with Eminent Domain anticipated for three of the parcels.

Based on landowner resistance, and the additional easement costs which would need to be paid by the City, the City has informed Three Rivers Park District they no longer want to proceed with the trail segment.

The Edina segment will be removed from the project in its entirety.

Brooklyn Park – The Brooklyn Park trail segment was intended to be a 0.75 mile off-road trail between Hampshire Avenue and Vera Cruz Lane, filling a gap to the Crystal Lake Regional Trail system. The proposed project also fills a gap that exists between residential areas and the existing Bottineau Boulevard and 63rd Avenue Park-and-Ride.

Upon completion of the topographic survey, it was determined there was not enough boulevard width to construct an off-road trail between Forest Avenue and Zane Avenue. Through this area, on-road bike lanes are proposed to provide continuity in the trail system and maintain the project termini. The resulting configuration will result in approximately 0.45 miles of on-road bikeway and approximately 0.30 miles of off-road trail.

MODIFIED PROJECT DESCRIPTION AND COST ESTIMATE

The original project objectives and benefits will remain unchanged for the Brooklyn Park segment, however the Edina segment will be removed from the project.

A new cost estimate was prepared based on the revised Brooklyn Park segment and the deleted Edina segment of the project.

TAP Application

Construction (SP 091-090-081, TA 8817(049))

<u>Segment</u>	<u>Amount</u>	<u>(+) Inflation</u>
Bloomington	\$ 507,400	\$ 527,696
Brooklyn Park	\$ 304,200	\$ 316,368
Edina	\$ 58,600	\$ 60,944
Plymouth	\$ 161,500	\$ 167,960
Richfield	\$ 96,900	\$ 100,776
Wayzata	\$ 23,000	\$ 23,920
Total	\$1,151,600	\$1,197,664

R/W (SP 091-090-086, TA 8817(060))

<u>Segment</u>	<u>Amount</u>	<u>(+) Inflation</u>
Bloomington	\$ 56,400	\$ 58,656
Brooklyn Park	\$ 0	\$ 0
Edina	\$ 42,000	\$ 43,680
Plymouth	\$ 0	\$ 0
Richfield	\$ 0	\$ 0
Wayzata	\$ 0	\$ 0
Total	\$ 98,400	\$102,336

Summary

<u>Element</u>	<u>Amount</u>	<u>(+) Inflation</u>
Total Construction	\$1,151,600	\$1,197,664
Total R/W	\$ 98,400	\$ 102,336
Total in TAP Application	\$1,250,000	\$1,300,000

2016-2019 STIP

	<u>TAP</u>	<u>Other</u>	<u>Total</u>
2016-2019 STIP (Original)	\$1,040,000	\$260,000	\$1,300,000

A STIP Amendment was processed to separate construction and R/W funding. The revised amounts are as follows:

<u>Element</u>	<u>Total</u>	<u>TAP</u>	<u>Other</u>
Construction	\$1,272,800	\$ 935,840	\$336,960
R/W	\$ 130,200	\$ 104,160	\$ 26,040
Total in STIP	\$1,403,000	\$1,040,000	\$363,000

REVISED SCOPING

Construction (SP 091-090-081, TA 8817(049))

<u>Segment</u>	<u>Amount</u>
Bloomington	\$ 435,400
Brooklyn Park	\$ 349,200
Edina	\$ 0
Plymouth	\$ 234,000
Richfield	\$ 159,700
<u>Wayzata</u>	<u>\$ 38,400</u>
Total	\$1,216,700

R/W (SP 091-090-086, TA 8817(060))

<u>Segment</u>	<u>Amount</u>
Bloomington	\$ 91,100
Brooklyn Park	\$ 0
Edina	\$ 0
Plymouth	\$ 0
Richfield	\$ 0
<u>Wayzata</u>	<u>\$ 0</u>
Total	\$ 91,100

Summary

<u>Element</u>	<u>Amount</u>
Total Construction	\$1,216,700
<u>Total R/W</u>	<u>\$ 91,100</u>
Total Current Estimate	\$1,307,800

The current (SP 091-090-081, TA 8817(049)) construction cost estimate (based on 80 percent complete plans) for the proposed project is \$1,216,700, of which \$935,840 are currently included in the STIP. This equates to a 77/23 split between federal and local funding.

The current design uncovered several items that were not considered during the TAP application process. Some of the items include:

Brooklyn Park – The need to narrow approximately 300 feet of roadway to allow for trail construction (\$75,000, including related signal system modifications).

Plymouth – The need for significant tree removal and safety fencing along the corridor (\$35,000).

Richfield – The use of a buffer area between the travel lanes and bike lanes, along with the addition of centerline striping to better define the corridor (\$72,500).

While some cost savings were found in other areas of the project, unforeseen items and enhancements have served to increase the total construction costs for the project.

The current (SP 091-090-086, TA 8817 (060)) R/W estimate is \$91,100 based on completed appraisal documents and review appraisal documents, where required. Currently, the STIP contains \$130,200 for R/W, of which \$104,160 is TAP funding and \$26,040 is local funding.

Three Rivers Park District is requesting the formal scope change move forward, while retaining current construction TAP funding levels for the project. Funding levels for R/W are requested at an 80/20 federal/local split based on the current estimated amount of \$91,100 (\$72,880 TAP/\$18,220 local).

Sincerely,

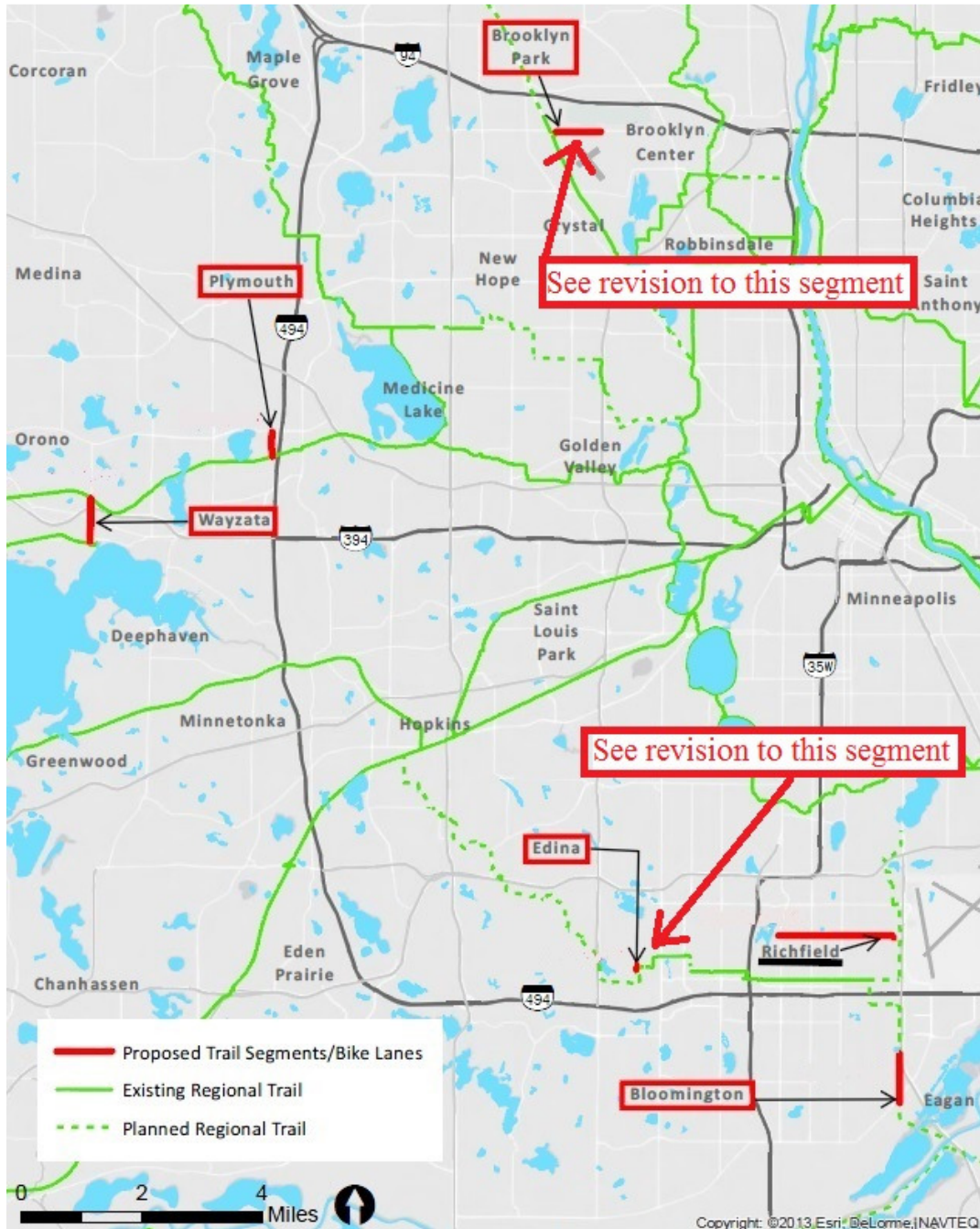
A handwritten signature in blue ink that reads "Josh C. Bowe". The signature is written in a cursive style with a large initial 'J'.

Josh Bowe PE, LEED® AP BD + C
Civil Engineer
Three Rivers Park District

Attachments: Notated Exhibits from Project Memorandum (7 pages)

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION



General Project Segment Locations

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

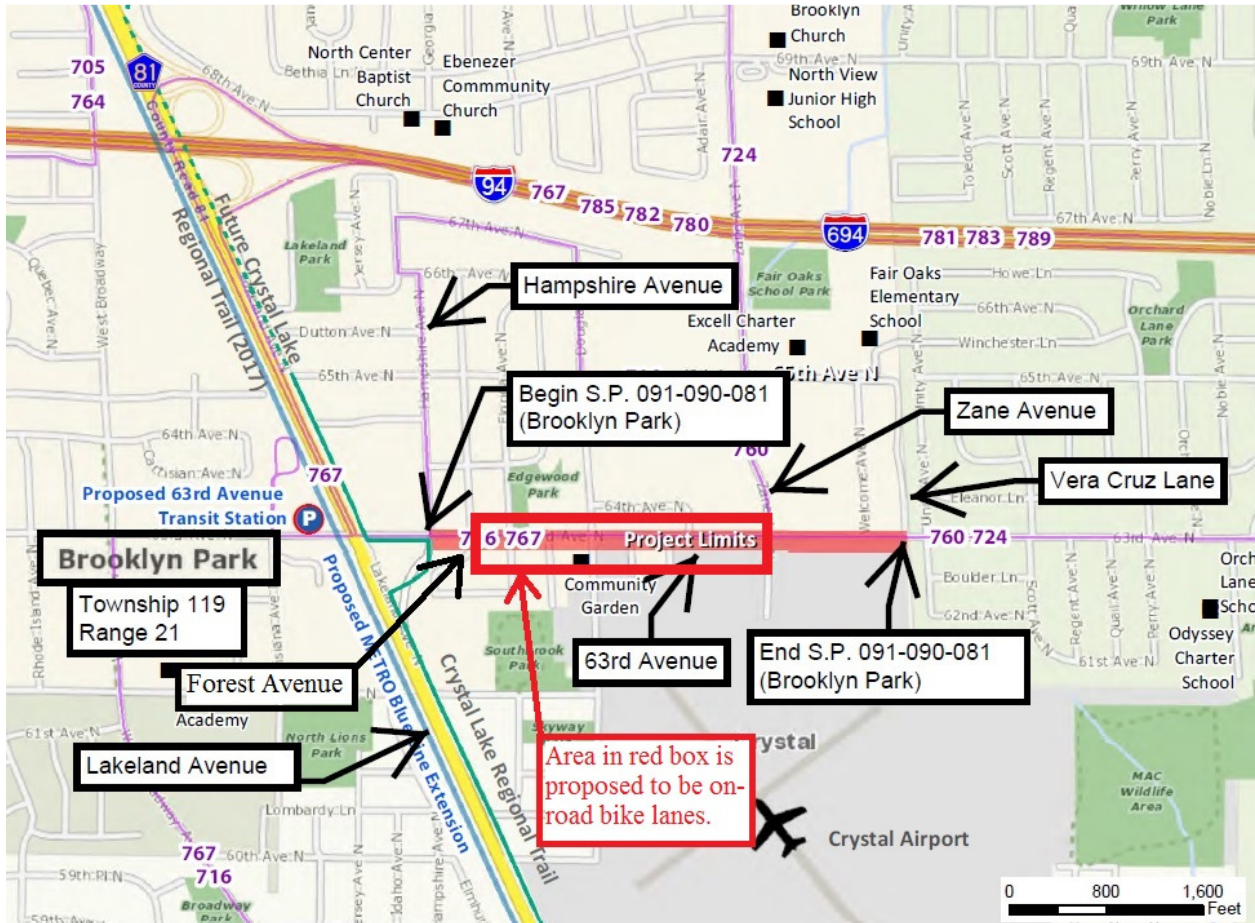
**** NO CHANGE TO THIS SEGMENT ****



Bloomington Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

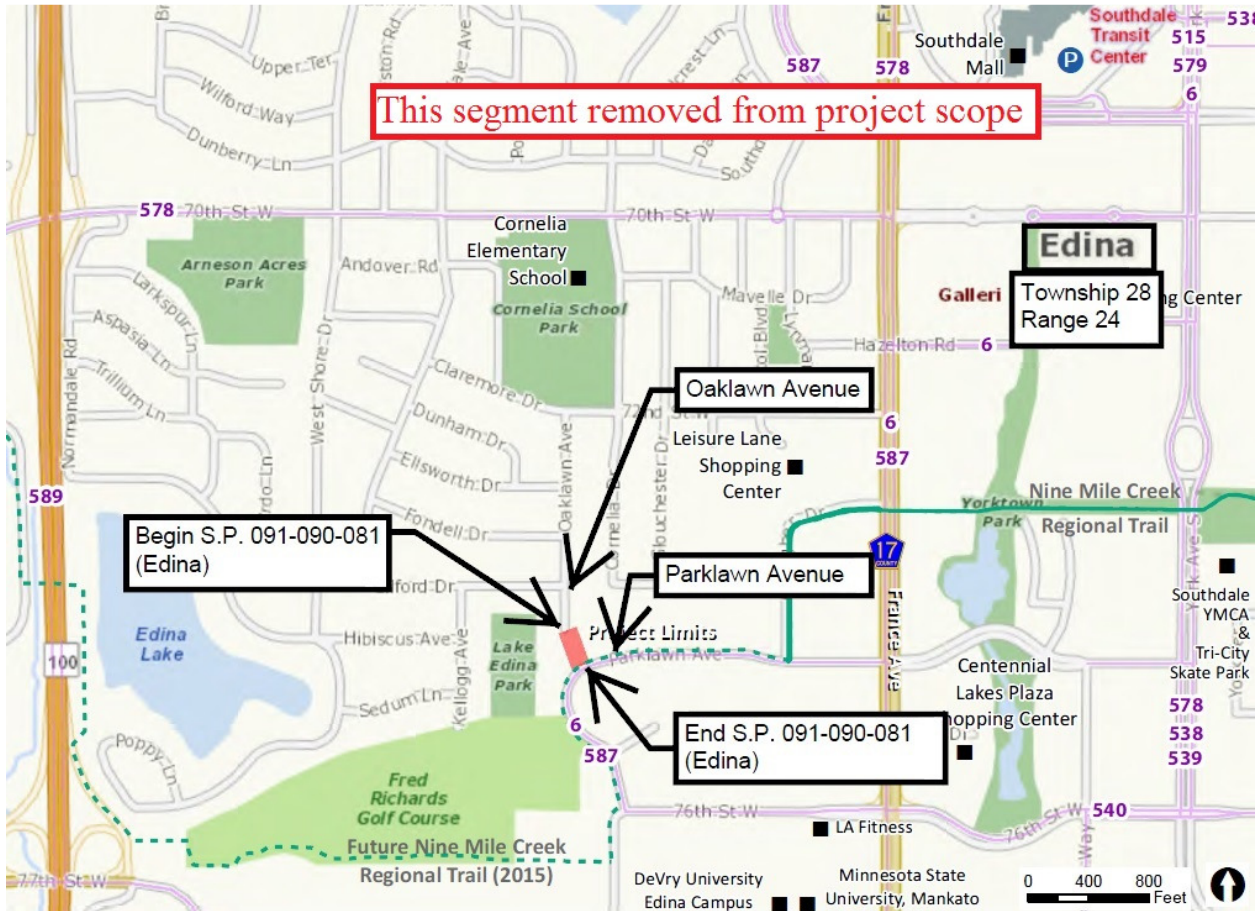
SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION



Brooklyn Park Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

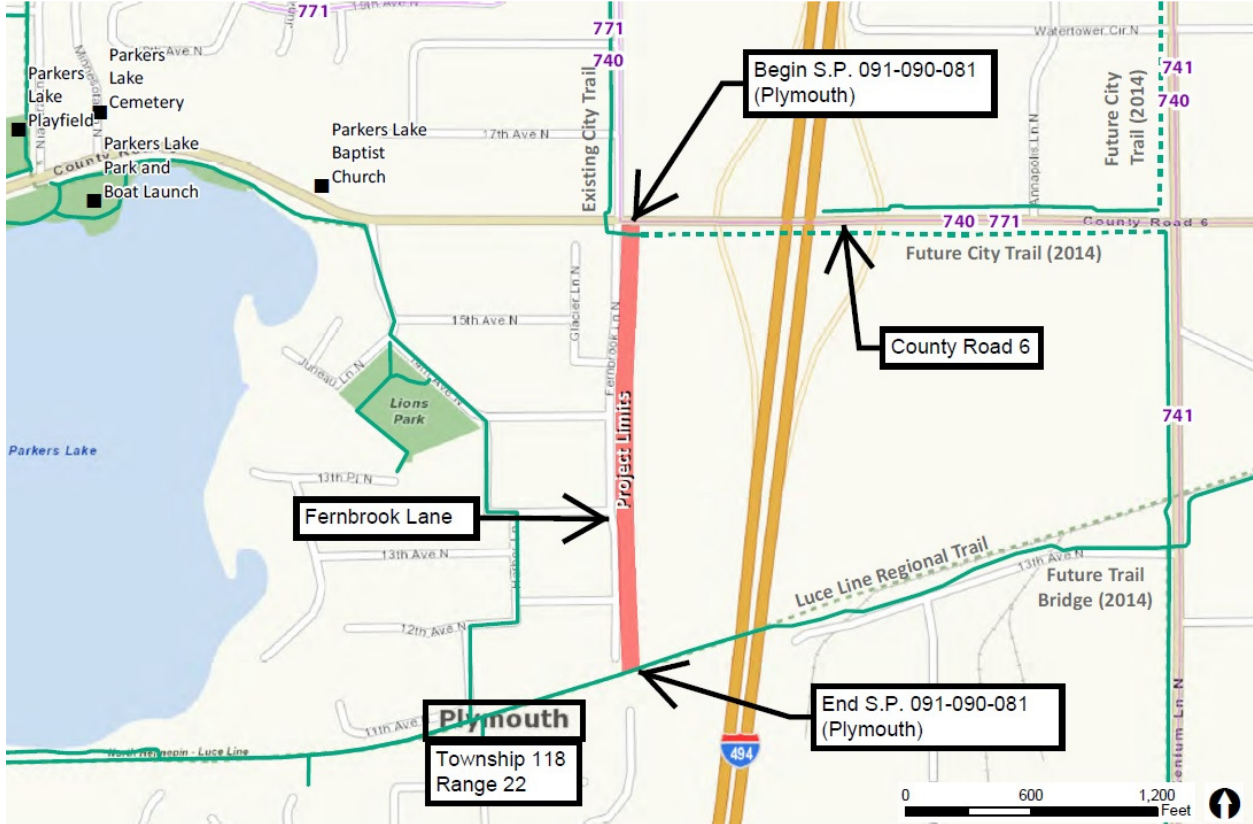


Edina Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

**** NO CHANGE TO THIS SEGMENT ****

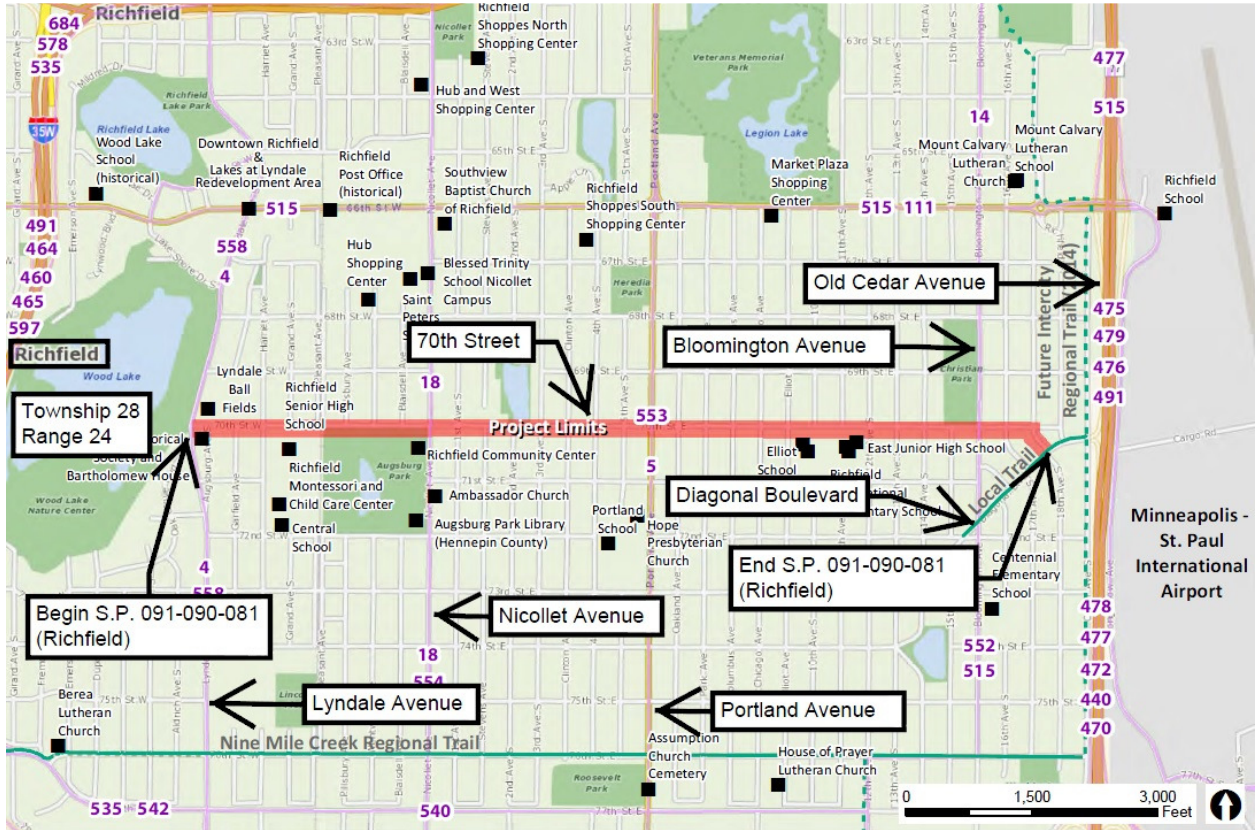


Plymouth Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

**** NO CHANGE TO THIS SEGMENT ****

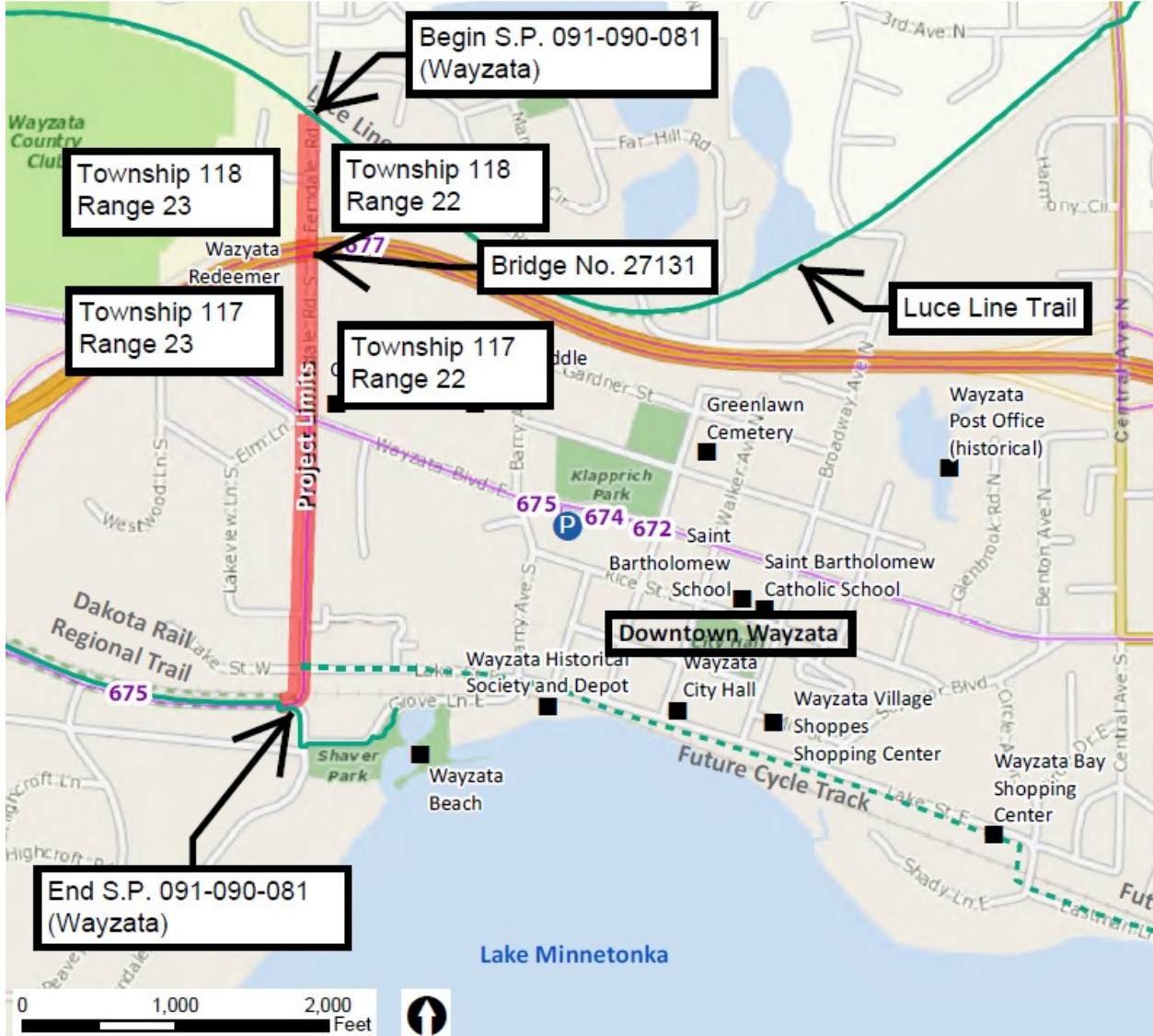


Richfield Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

**** NO CHANGE TO THIS SEGMENT ****



Wayzata Segment Location

ACTION TRANSMITTAL No. 2016-53

DATE: October 21, 2016

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2017-2020 TIP Amendment: Three Rivers Park District Regional Trail System Ramps

REQUESTED ACTION: The Three Rivers Park District requests an amendment to the 2017-2020 TIP to reduce the scope of its Regional Trail System Ramps Project (SP # 091-090-081).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB adoption of an amendment into the 2017-2020 TIP to reduce the scope of the Three Rivers Park District's Regional Trail System Ramps Project (SP # 091-090-081).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed due to a change in scope and cost. The project is programmed for state fiscal year 2017. This amendment would remove the Edina phase of the six-phase project and may, depending on the recommendation on the scope change, reduce funding.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. The analysis has resulted in a conformity determination that the projects included in the 2017-2020 TIP meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its October 20, 2016 meeting, the Funding & Programming Committee unanimously recommended approval of this TIP amendment request.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	10-20-2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concurrence	

Please amend the 2017-2020 Transportation Improvement Program (TIP) to modify these project lines in program year 2017. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)
	2017	M	M	PED/BIKE	091-090-081	Three Rivers Park District	Regional Trail System Ramps, on Old Cedar Ave connecting to intercity Regional Trail in Bloomington, on 63 rd Ave connecting to Crystal Lake Regional Trail in Brooklyn Park, on Oaklawn Ave connecting to Nine Mile Creek Regional Trail in Edina , on Fernbrook Ln connecting to Luce Line Regional Trail in Plymouth, on 70th St connecting to Intercity Regional Trail in Richfield, and on Ferndale Rd connecting to Dakota Rail Regional and Luce Line State Trails in Wayzata-Construct ped/bike trail connections

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	Grade and surface	STPBG (TAP)	\$1,216,700	\$935,840 \$852,642				\$336,960 \$364,058

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This TIP amendment is required due to the removal of a project element: the ramp on Oaklawn Avenue connecting to Nine Mile Creek Regional Trail in Edina and to reflect a reduction in federal funding based on that removal.

2. How is fiscal constraint maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint

- Other

X

No additional cost is needed for this proposed TIP amendment.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

X*

*AQ-2: Bicycle and Pedestrian Facilities.

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														9. CE	Grand Total		
ID	Applicant	Project Name	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			
					0-55	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	
																				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		Prioritizing Criteria														7. CE	Grand Total
					1. Role in Trans. System & Econ.				2. Usage		3. Equity / Housing		4. Infra.		5. Multimodal	6. Risk	Total			
					1A	1B	1C	1D	2A	2B	3A	3B	4A	4B	5	6	0-1,000			
			Federal	Cumulative	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	0-100	0-1,100	
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		
					0-200	0-200	3A	3B*	4A	4B	5	6	0-1,000		
					0-200	0-200	0-50	0-70	0-100	0-150	0-100	0-130	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												
			Federal	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