

Agenda

TAB Technical Advisory Committee



Meeting Date: August 3, 2022

Time: 9:00 AM

Location: Virtual

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Call to Order

- 1) Approval of the Agenda (Agenda is approved without vote unless amended)
- 2) Approval of July 6, 2022, TAB Technical Advisory Committee Minutes - roll call

Public Comment on Committee Business

TAB Report

Committee Reports

- 1) Executive Committee (Jon Solberg, Chair)
 - a) 2022-28: Streamlined 2022-2025 TIP Amendment – Metro Transit Bus Purchase (Joe Barbeau) - roll call
- 2) Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)
No committee items
- 3) Funding & Programming Committee (Michael Thompson, Chair)
No committee items

Information

- 1) Sustainable Transportation Advisory Council Recommendations (Hally Turner, MnDOT)
- 2) TAC Bylaws (Joe Barbeau, Met Council)
- 3) Regional Solicitation Outreach Tool, Draft Scores, and Schedule (Bethany Brandt and Steve Peterson, Met Council)
- 4) 2023-2026 Draft Transportation Improvement Program Public Comments (Joe Barbeau, Met Council)

Other Business

Adjournment

Minutes

TAB Technical Advisory Committee



Meeting Date: July 5, 2022

Time: 9:00 AM

Location: Virtual

Members Present:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Jon Solberg, Chair, MnDOT | <input type="checkbox"/> Karl Keel, Bloomington | <input checked="" type="checkbox"/> Steve Peterson, Council MTS |
| <input checked="" type="checkbox"/> Joe MacPherson, Anoka Co | <input checked="" type="checkbox"/> Charlie Howley, Chanhassen | <input checked="" type="checkbox"/> Patrick Boylan, Council CD |
| <input checked="" type="checkbox"/> Lyndon Robjent, Carver Co | <input checked="" type="checkbox"/> Robert Ellis, Eden Prairie | <input checked="" type="checkbox"/> Elaine Koutsoukos, TAB |
| <input checked="" type="checkbox"/> Erin Laberee, Dakota Co | <input checked="" type="checkbox"/> Jim Kosluchar, Fridley | <input checked="" type="checkbox"/> Innocent Eyoh, MPCA |
| <input checked="" type="checkbox"/> Brian Isaacson, Vice Chair, Ramsey Co | <input checked="" type="checkbox"/> Paul Oehme, Lakeville | <input checked="" type="checkbox"/> Bridget Rief, MAC |
| <input checked="" type="checkbox"/> Chad Ellos, Hennepin Co | <input checked="" type="checkbox"/> Ken Ashfeld, Maple Grove | <input checked="" type="checkbox"/> Matt Fyten, STA |
| <input checked="" type="checkbox"/> Lisa Freese, Scott Co | <input type="checkbox"/> Marcus Culver, Roseville | <input checked="" type="checkbox"/> Cyndi Harper, Metro Transit |
| <input checked="" type="checkbox"/> Emily Jorgensen, Washington Co | <input checked="" type="checkbox"/> Michael Thompson, Plymouth | <input type="checkbox"/> Praveena Pidaparathi, MnDOT |
| <input checked="" type="checkbox"/> Andrew Witter, 7W | <input checked="" type="checkbox"/> Jenifer Hager, Minneapolis | <input type="checkbox"/> Colleen Eddy, DEED |
| | <input checked="" type="checkbox"/> Jim Voll, Minneapolis | <input type="checkbox"/> Vacant, MN DNR |
| | <input checked="" type="checkbox"/> Paul Kurtz, Saint Paul | <input checked="" type="checkbox"/> Danny McCullough, Bicycle |
| | <input checked="" type="checkbox"/> Bill Dermody, Saint Paul | <input type="checkbox"/> Vacant, Pedestrian |
| | | <input checked="" type="checkbox"/> Andrew Emanuele (ex-officio) |

= present

Call to Order

A quorum being present, Committee Chair Solberg called the regular meeting of the TAB Technical Advisory Committee to order at about 9:00 a.m.

Approval of Agenda

The committee approved the agenda with no changes. Therefore, no vote was needed.

Approval of Minutes

It was moved by Ashfeld and seconded by Isaacson to approve the minutes of the June 1, 2022, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the June 15, 2022, TAB meeting.

Business – Committee Reports

Executive Committee (Jon Solberg, Chair)

The Executive Committee did not meet prior to the TAC meeting.

Planning Committee/TPP Technical Working Group (Emily Jorgensen, Chair)

The TAC Planning Committee did not meet. The TPP Technical Working Group has not met since the last update at TAC. Chair Jorgensen will be leaving her position and will be replaced as chair of TAC Planning and the TPP Technical Working Group and Lyssa Leitner will represent Washington County on TAC.

Funding & Programming (Michael Thompson, Chair)

Chair Thompson reported that the Funding & Programming Committee did not meet and June.

Information

1. [Minnesota State Highway Investment Plan](#) (Josh Pearson, MnDOT)

Josh Pearson and Brad Utecht, MnDOT, provided an update on MnDOT's 20-Year State Highway Investment Plan (MnSHIP).

Isaacson asked how MnSHIP relates to the MnDOT Metro District planning efforts and the Transportation Policy Program (TPP). Utecht said that MnDOT's statewide investment direction is translated to the Metro District investment direction through the ten-year Capital Highway Investment Program (CHIP). He added that there is a district-level corridor-based planning effort that will inform the process.

Peterson asked when the new guidance takes effect. Pearson said that it will take effect in fiscal year 2027 to defer to currently programmed TIP projects. Peterson expressed appreciation for the discussion on electric vehicles. Pearson said that a state law disallowing state road construction funding to be spent on electric vehicle charging in right-of-way eliminated the option of including charging stations at rest areas.

2. [Regional Feedback on 2023 Infrastructure Investment and Jobs Act \(IIJA\) Funds](#)

Peterson provided background on the increase in federal funding through the Infrastructure Investment and Jobs Act (IIJA). Isaacson asked how prioritization of 2023 funds should occur. Peterson replied that MnDOT Metro State Aid uses the Federal Funding Reallocation Policy to guide the distribution of funds. Regarding future years such as 2024, several applicants from the 2020 Regional Solicitation said they can accept early money. Isaacson asked whether project type or category would be a factor. Peterson said that the modal ranges would extend to all the funds, including the upcoming Regional Solicitation. Koutsoukos added that it is more likely that selecting projects to take early money will be a function of what projects are able to start early. She suggested that risk assessment scores could be considered.

Solberg said that Greater Minnesota partners prefer to receive the 2023 funding now and asked if members had interest in MnDOT using the 2023 funding and providing the region with more funding in later years. MacPherson said that given that there are projects that can accept 2023 reimbursement, it makes sense for the region to do the same. He added that it would be complicated for MnDOT to administer if Metro District had a different approach than the others.

Hager suggested that earlier payback could help agencies with projects that are over budget.

Kosluchar said that with rising costs the 2023 and 2024 projects need funding to assure completion and asked whether funds could be provided to such projects. Koutsoukos said that in the Federal Funding Reallocation Policy, this is the last option for using current year projects and is not even included as an option for future year projects. Robjent added that it is important to follow the policy.

Peterson said that the carbon reduction funds will be discussed this fall. An undecided amount of funding will be distributed to the MPO.

Robjent said that funding inflation, as was done in past Regional Solicitations, could be done again. Koutsoukos said that this is a decision made at the time of project award.



Other Business

Solberg said that MnDOT has a new commissioner, Nancy Daubenberger, and a new deputy commissioner, Jean Wallace.

Eyoh said that an air pollution reduction grant is still open to tribes, small businesses, non-profits, and government agencies with a maximum award of \$25,000 and a 25% match. The application deadline is July 27. He added that the heavy-duty electric vehicle applications to replace diesel engines on large vehicles with a total of \$6.5 million are due on August 31.

Peterson said that the national MPO conference will be held in Minneapolis in October.

Hager said that the City of Minneapolis has positions to hire for.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705



Action Transmittal

Transportation Advisory Board



Meeting Date: August 3, 2022

Date: July 27, 2022

Action Transmittal: 2022-28

Streamlined 2022-2025 TIP Amendment: Electric Bus Purchase

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Metro Transit requests an amendment to the 2022-2025 TIP to add the purchase of eight electric buses.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to add the purchase of eight electric buses.

Summary

The requested action involves the inclusion of Federal Transit Administration (FTA) funds awarded to Metro Transit in the 2020-2025 Transportation Improvement Program (TIP). The funds are to be used to purchase eight electric buses.

Background and Purpose

Metro Transit was awarded discretionary funds in federal fiscal year 2021 Low or No Emissions Vehicle Program and intends to use the funds on the purchase of eight 40-foot Proterra ZX5 Max electric buses, workforce training, and project management and technical assistance.

The funding source is Federal Transit Administration (FTA) Section 5339, which is not funded through the Regional Solicitation.

Relationship to Regional Policy

Federal law requires that all TIP amendments 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 recommend TIP amendments to the Council for adoption, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results in saving a month of process time.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed / Scheduled
Technical Advisory Committee	Review & Recommend	August 3, 2022
Transportation Advisory Board	Review & Recommend	August 17, 2022
Metropolitan Council Transportation Committee	Review & Recommend	August 22, 2022
Metropolitan Council	Review & Adopt	August 24, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to include this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2023	M	BB	TBD	Met Council- MT	SECT 5339: Twin Cities Met Council MT- Low/No Emissions Grant – Proterra Electric Bus Purchases	0.0

Prog	Type of Work	Prop Funds	Total \$	FTA \$	Other
TR	Transit	5339	5,238,548	4,190,838	1,047,710

PROJECT BACKGROUND:

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

This amendment is needed because Metro Transit was awarded discretionary funds in the federal fiscal year 2021 Low or no Emissions grant program. This award is for the procurement of eight forty-foot Proterra ZX5 Max electric buses (to be delivered in 2023, workforce training, and CTE’s project management and technical assistance. The source of these funds is federal fiscal year 2021 Section 5339 Low or No Emission competitive funds.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

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

The funding for this project is FTA 5339; it is new discretionary funding.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

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

*Exempt project category T-10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions.

Information Item

Transportation Advisory Board



Meeting Date: August 3, 2022

Topic

Proposed TAC Bylaws Changes

District(s), Member(s): All
Policy/Legal Reference: TAB Actions
Staff Prepared/Presented: Joe Barbeau (651-602-1705)
Division/Department: Metropolitan Transportation Services

Background

In February of 2022, TAC agreed to changes its bylaws that added two members, changed the length of chairperson terms, and established standing-committee vice chairs. Following that change the Council's Office of General Counsel reviewed the bylaws and has suggested several additional changes, the primary purpose of which is to clarify TAC's remote meetings in relation to the State of Minnesota's open meeting laws (OML). Proposed changes include:

- Removing the phrases "regular meetings and "special meetings" in favor of meetings.
- Removing "While regular attendance is expected, remote attendance will be accommodated in certain circumstances."
- The addition of several procedures related to conducting a remote meeting (pages 4-5).

Other clarifying changes are suggested, including:

- The use of "organization(s)" in lieu of the interchangeable use of "agencies," "appointing body," and "organizations," and "appointing agency."
- Use of "chairperson" to eliminate inconsistency involving "chair" and "chairperson."
- Clarification on members and alternates missing four out of six meetings. The proposed change says that if "an organization" is not participating, the member shall be considered resigned. Pinning this responsibility to the organization is suggested because some organizations are frequently represented by alternates.

METROPOLITAN COUNCIL

BYLAWS

of

The Technical Advisory Committee (TAC) of the Transportation Advisory Board

Adopted February 2, 2022

These bylaws explain the TAC's purpose, membership composition, election of officers, structure and schedule of meetings, conduct of business, and standing committee responsibilities and structure. These bylaws were adopted by the TAC on February 2, 2022.

ARTICLE I: NAME AND PURPOSE

A. Name

The name of this body shall be the Technical Advisory Committee (hereinafter called the TAC).

B. Purpose

The Transportation Advisory Board (TAB) has established the TAC, for which the primary function is to provide technical advice to the TAB. The ~~TAC committee~~ shall include the following purposes and objectives:

1. Provide the technical evaluation, advice, and recommendations necessary for the Transportation Advisory Board (hereinafter called the TAB) to carry out its duties and responsibilities;
2. Assure state, regional, county and municipal involvement and coordination in transportation decisions of metropolitan significance;
3. Provide a forum for professional staff from planning and implementing agencies to address metropolitan transportation issues facing the region; and
4. Review MPO planning studies and programs, provided by the standing committees, for TAB.

ARTICLE II: MEMBERSHIP OF THE TAC

A. Composition

The TAC shall be composed of the following professional staff:

Designated representatives or their designated alternates of:

- Association of Metropolitan Municipalities (8)
- Metropolitan Airports Commission (MAC) (1)
- Mn Dept of Employment and Economic Development (DEED) (1)
- Minnesota Department of Transportation (MnDOT) (1)
- Minnesota Pollution Control Agency (MPCA) (1)
- USDOT (FHWA) (non-voting) (1)
- Suburban Transit Provider (designated by Suburban Transit Association) (1)
- Bicycle Transportation (designated by TAC Executive Committee) (1)
- Pedestrian Transportation (designated by TAC Executive Committee) (1)
- Freight (designated by MnDOT Freight Office) (1)
- Minnesota Department of Natural Resources (1)
- Metropolitan Council (3)
 - Exec. Div. Dir. Of Metropolitan Transportation Services (MTS)
 - Exec. Div. Dir. Of Community Development
 - General Manager of Metro Transit
- County Engineer of each of the Seven Metropolitan Counties (7)
- Region 7W (represent the areas of Sherburne and Wright Counties in the Twin Cities

Urbanized Area)	(1)
Minneapolis City Engineer and Planning Director	(2)
St. Paul City Engineer and Planning Director	(2)
Transportation Advisory Board Coordinator	(1)
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B. Appointment and Changes of Representatives to the TAC

The ~~organization~~ agencies listed in Article II A. shall notify the TAC Chairperson in writing of any changes to its designated representative and alternate representative.

The change shall take effect upon the Chairperson’s receipt of such notification. When a vacancy occurs, the Chairperson shall immediately notify the organization ~~appointing body~~ and request that a new representative be appointed.

C. Qualifications of Members and Alternates

The representative should be able to speak for the organization or mode they represent and be a participant in TAC’s ~~its~~ decision-making process.

D. Terms of Office

All designated representatives shall serve at the pleasure of their respective organizations.

E. Responsibilities

It is the responsibility of each member or alternate to attend TAC meetings on a regular basis to be informed on matters coming before the TAC and to participate in the standing committees.

F. Attendance.

Attendance is an essential component of TAC’s ~~Committee~~ work. All members are recommended to have an assigned alternate that is kept up to date on TAC issues. Should any organization not be represented at any four meetings of TAC or a standing committee in a six-month period, the member shall be considered to have resigned from the applicable committee. ~~Should a TAC or standing committee member or alternate miss attending any four regular meetings in a six-month period without reasonable excuse for such absences, that member shall be considered to have resigned from the Committee.~~ The TAC ~~Committee~~ Chairperson will notify the appointing agency ~~organization~~, and that agency ~~organization~~ must reappoint a member to the Committee. The same attendance criteria as stipulated above shall also apply to ~~regularly scheduled~~ standing committee meetings. Regular attendance is expected. However, at times when TAC has chosen to meet in-person, remote attendance will be accommodated in certain circumstances. ~~While regular attendance is expected, remote attendance will be accommodated in certain circumstances.~~

ARTICLE III: OFFICERS OF THE TAC

A. Chairperson

The Chairperson shall be a member of the TAC. The Chairperson shall serve for a term of

two years beginning January 1 of odd-numbered years. The Chairperson cannot serve more than one consecutive term. The Chairperson must be able to devote the time that is necessary to work effectively and cooperatively with the members of the TAC and TAB. The Chairperson shall preside at all meetings of the TAC and shall have duties and responsibilities as are normally attendant upon that office and as are prescribed by these bylaws and as are specifically delegated or assigned by the TAC. The Chairperson shall appoint the vice-chairperson of the TAC and the chairpersons of the standing committees. The Chairperson shall represent the TAC at meetings of the TAB and other meetings as authorized by the TAC and shall act as liaison with the TAB. In such capacity, the Chairperson shall express the collective views of the TAC.

B. Vice-Chairperson

The Vice-Chairperson shall be a member of the TAC. The Vice-Chairperson shall be appointed by the Chairperson. The Vice-Chairperson shall act for the Chairperson during temporary absence and shall perform such duties as may be delegated by the Chairperson. The term shall be concurrent with that of the Chairperson.

C. Secretary

The Metropolitan Council's Executive Division Director of Metropolitan Transportation Services, after consultation with the TAC Chairperson, shall designate one of his/her professional staff as Secretary of the TAC. The Secretary shall maintain a current copy of these bylaws and shall provide a copy to each newly appointed TAC member. Upon revision, the Secretary shall promptly update these bylaws and furnish each TAC member with an updated copy. The Secretary shall keep all TAC minutes; shall oversee the production and distribution of materials for upcoming TAC meetings as directed by the Chairperson and with the TAB Coordinator shall oversee the production of TAC materials for presentation to the TAB. The Secretary shall keep a record of the attendance of TAC members and shall report to the Executive Committee on a regular basis. The TAC Secretary shall also serve as Secretary to the Executive Committee.

ARTICLE IV: MEETINGS OF THE TAC

A. Regular Meetings

~~Regular meetings of the TAC shall be held on the first Wednesday of every month at a time and location determined by the members. Members of the TAC shall be sent notification of the specific time and place and tentative agenda, together with appropriate material pertaining to agenda items at least five days prior to the meeting. These materials will also be available to the public on the Council's website.~~

Meetings

TAC meetings will be held on the first Wednesday of every month at times determined by the TAC members. If the TAC conducts in-person meetings, the TAC also will establish an accessible location for its in-person meetings. As determined by the TAC Chairperson in consultation with TAC members, the TAC may conduct remote meetings by any device, software program, or other application that allows TAC members in different physical

locations to see and hear one another. Any votes on business items at a remote meeting must be conducted by roll call vote. At least five calendar days prior to a meeting, TAC members shall be sent notification of the specific time and tentative agenda for each meeting, together with appropriate materials pertaining to agenda items. Materials pertaining to agenda items also ~~will~~shall be available to the public on the Council's website. The agenda for each meeting shall identify whether the meeting will be in-person or will be conducted remotely. To the extent practical, members of the public will be allowed to: (1) electronically monitor meetings from a remote location and (2) participate by electronic means when public participation is permitted by the Chairperson under Section E, Item 4 (Public Comment on Committee Business). If the Council Chairperson or the Regional Administrator determine, in their discretion, that TAC meetings should be conducted in person for technology, resource availability, staffing, or policy considerations, TAC meetings must be conducted in person.

B. Cancellation

~~Regular m~~Meetings of the TAC may be cancelled by a majority vote of the members or by the Chairperson. The TAC Chairperson may not cancel two successive ~~regular~~ meetings without the approval of the Executive Committee.

~~C. Special Meetings~~

~~Special meetings of the TAC may be held upon the call of the Chairperson or a majority of the members of the TAC. Notice of a special meeting shall include the date, time, place and agenda for that meeting and shall be sent to the TAC members three days prior to the meeting. Business at special meetings shall be limited to the subject(s) stated in the call.~~

~~D.C. Quorum~~

A simple majority of TAC members shall constitute a quorum for the conduct of business at any meeting of the TAC. If a quorum exists at any time during the meeting, a quorum is then determined to exist for the remainder of the meeting.

~~E.D. Non-Member Participation~~

~~All meetings of the TAC and its standing committees shall be open to public input related to committee business.~~In agenda item 4 (Section ~~F.E~~, below), Public Comment on Committee Business, when a non-member has a comment on a specific agenda item, the chairperson will have discretion on whether to take comment at that time or ask the non-member to comment when the item is discussed later in the meeting. Time limits on non-member participation shall also be at the discretion of the Chairperson.

~~F.E. Order of Business~~

The business of the TAC shall contain the following elements:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Approval of the Minutes of Previous Meetings
- 4) Public Comment on Committee Business
- 5) TAB Report

- 6) Consent Items
- 7) Committee Reports
- 8) Information Items
- 9) Agency Reports
- 10) Other Business
- 11) Adjournment

G-F. Conduct of Business

1) Roberts Rules of Order

The rules contained in the current edition of the Roberts Rules of Order shall govern the TAC to the extent that they are not inconsistent with these bylaws.

2) Suspension of Rules

Roberts Rules of Order may be suspended by a two-thirds vote of the TAC members present.

3) Voting, Motions, Recording

Only members of the TAC may vote on matters, introduce or second a motion before the group. There shall be no voting by proxy and each member shall be entitled to only one vote on any issue. The chairperson shall be a voting member of the TAC. Voting on any matter shall be by voice vote provided that a roll call vote shall be called and recorded on any issue if requested by the Chairperson or a majority of members present. Upon request of any member, the Secretary shall repeat the motion and the name of the mover and seconder immediately preceding a vote by the TAC.

In situations when the TAC meeting has been canceled but an item requires TAC action, the TAC Chairperson may offer the members the opportunity to vote electronically. The electronic votes must be received from a quorum of the members for the vote to be valid. The TAC Secretary will record the electronic vote and forward the action to the TAB, if necessary. The results of the electronic vote, the action transmittal and all appropriate materials pertaining to the item will be sent to the TAC members and posted on the website. The item will be on the TAC agenda the following month for information.

ARTICLE V: COMMITTEES

A. TAC Chairperson Nominating Committee

At the November TAC meeting, in the second year of the Chairperson's term, the members shall caucus within their respective groups representing the cities, the counties and the agencies. The caucuses shall select one person from their caucus to be a member of the TAC Chairperson Nominating Committee. At the December TAC meeting, the TAC Chairperson Nominating Committee shall nominate a candidate for TAC Chairperson.

B. Executive Committee

The Executive Committee shall be composed of the TAC Chairperson, the Vice-Chairperson and the chairpersons of the standing committees, the MnDOT TAC member, the Metropolitan Council's MTS TAC member, the TAB Coordinator, the immediate past TAC Chairperson and such other TAC members as the TAC Chairperson may appoint. The Executive Committee will be chaired by the TAC Chairperson and will meet at his/her discretion to coordinate TAC activities.

C. Standing Committees and Subcommittees

Standing committees are created or discharged only by action of the TAC. These committees are to perform as delineated within the purposes and objectives for each committee as adopted by the TAC. These committees shall make a report of activities at each regular TAC meeting. The committee chairperson shall be selected by the TAC chairperson from the members of the TAC. The committee vice-chairperson shall be recommended by the committee chairperson and approved by the TAC Executive Committee. The term of the committee chairperson and vice chairperson shall be concurrent with that of the TAC Chairperson. Each standing committee chairperson shall propose the membership for their standing committee to the Executive Committee, which shall consider each proposal and propose the membership of each standing committee to the TAC. The membership of the standing committees shall be approved by the TAC annually at its January meeting. When new members are added to TAC during the year, the TAC Executive Committee will assign them to the appropriate standing committee, if necessary. The standing committees of the TAC are the Funding and Programming Committee and the Planning Committee. Standing committee chairpersons may establish appropriate subcommittees and appoint the subcommittee chairperson from among the members of the parent standing committee. The purpose, objective and membership of the subcommittee shall be approved by the parent standing committee.

1) Funding and Programming Committee

The TAC shall establish a TAC Funding and Programming Committee. The primary function of the committee shall be to advise on the use of and to manage federal transportation funds available to the region. The committee shall commit to the following purposes and objectives:

- Prepare and make recommendations on the regional Transportation Improvement Program (TIP) and TIP amendments
- Carry out the application development, scoring, qualifying review, and appeal process for the Regional Solicitation for Federal Funds
- Evaluate the Regional Solicitation process and implemented projects and make recommendations for improvements to the process
- Make recommendations for Highway Safety Improvement Program (HSIP) funding
- Assist in the development and review of investment programs carried out in a regional or statewide planning process (e.g. Transportation Policy Plan, MnDOT plans such as MnSHIP)
- Review scope change and program year extension requests
- Review the status of the programmed Regional Solicitation projects

The membership of the committee shall include (1) representative (or alternate) from:

- At least five counties
- At least five cities
- MnDOT Metro District
- MnDOT Metro District State Aid Office
- Metropolitan Council staff – MTS
- MPCA
- Department of Natural Resources (DNR)
- Suburban Transit Association
- Metro Transit
- MnDOT Metro District Multimodal Planning
- TAB Coordinator
- FHWA (non-voting)

2) Planning Committee

The TAC shall establish a TAC Planning Committee. The primary function of the committee shall be to address transportation planning and policy issues. The committee shall include the following purposes and objectives:

- Interpret new or revised changes in federal law or guidance, and their impact on TAC/TAB/metropolitan planning organization (MPO) roles.
- Give direction to the TAC, TAB, MPO in carrying out new or revised roles due to changes in federal law or guidance
- Manage the Functional Classification system and make recommendations on change requests
- Assist in the development and review of the TPP, Unified Planning Work Program (UPWP), and MnDOT's State Multimodal Transportation Plan (SMTP), Metro Capital Highway Investment Plan, modal plans, and other planning documents of regional or statewide significance
- Assist in the development, review, and recommendation of performance measures for federal requirements and the TPP
- Review and provide input on planning studies that will inform the Transportation Policy Plan or other planning processes in the MPO role
- Review and make recommendations on Airport Comprehensive Plans, Airport Land Use Compatibility Guidelines/Procedures, the design and application of airport noise mitigation plans, and the MAC Annual Capital Improvements Plan (CIP) and Environmental Review
- Review and comment on highway traffic forecast models, transit ridership forecasts, aviation forecasts

The membership of the committee shall include (1) representative (or alternate) from:

- At least four counties

- At least four cities
- MnDOT Metro District
- Metropolitan Council staff – MTS
- Metropolitan Council staff – Community Development
- MPCA
- MAC
- Metro Transit
- Suburban Transit Association
- TAB Coordinator
- FHWA (non-voting)

D. Technical Working Groups

The TAC may establish standing technical working groups and develop their charge subject to approval by the Executive Committee. Activities shall be reported to the TAC or its standing committees at ~~regular~~ TAC or standing committee meetings and the results are subject to approval by the TAC membership. The membership, purpose statement, and any specific advisory roles (e.g., input on action items) of each technical working group shall be approved by the TAC executive committee. The primary function of the technical working groups shall be to provide recommendations to the TAC or TAC standing committees when they consider matters that require specialized technical expertise that is requested by TAC and/or not adequately or comprehensively represented on TAC or its standing committees. These working groups are not expected to take formal actions or votes; rather they shall provide qualitative advisory feedback to the TAC or its standing committees at their discretion. These working groups do not necessarily replace the role of project- or study-specific technical groups that have a narrow scope and time-limited focus.

The following are specific technical working groups:

- Bicycle and Pedestrian Planning
- Transit Planning

The membership of the technical working groups will be specific to the expertise needed, but should at least include county and city governments, Met Council, TAB Coordinator, and agency-specific staff (e.g., MnDOT or transit providers). TAC will approve a membership list when any group is formed. The technical working groups shall self-select a chair person and vice chair person, subject to approval from the TAC Executive Committee, to report activities to TAC and its standing committees. Additional technical working groups may be formed in the future but should follow the requirements listed in here.

E. TAC Membership on MnDOT’s Capital Improvements Committee (CIC)

Eight representatives from the TAC or its standing committees, a Metropolitan Council representative, and the TAB Coordinator, shall be appointed by the TAC Chair person to the MnDOT Metro District Capital Improvements Committee. TAC’s CIC membership should include the TAC Chair person, the Funding and Programming Committee Chair person, and the Planning Committee chair person. TAC’s CIC membership should

strive to achieve geographic balance through the appointment of city and county representatives. CIC ~~M~~meetings are open to agencies and regional partners.

F. Voting

Only established members, or alternates, of a given committee may vote on matters or introduce or second a motion before that group. Technical working groups are not ~~expected-able~~ to vote on items but may consider providing options as advisory comments to TAC or its standing committees, if consensus is not reached.

In situations when a TAC Standing Committee meeting has been canceled but an item requires TAC ~~Committee~~ action, the Committee Chair~~person~~ may offer the members the opportunity to vote electronically. The electronic votes must be received from a quorum of the members for the vote to be valid. The TAC Standing Committee Secretary will record the electronic vote and forward the action to the TAC, if necessary. The results of the electronic vote, the action transmittal and all appropriate materials pertaining to the item will be sent to the TAC Standing Committee members and posted on the website. The item will be on the TAC Standing Committee agenda the following month for information.

ARTICLE VI: AMENDMENT

These bylaws may be amended by a two-thirds vote of the TAC members participating in a meeting-present, provided that written notice setting forth in detail the content of the proposed amendment(s) has been given to the TAC at the preceding ~~regular~~ TAC meeting. Upon adoption by the TAC, these bylaws and any amendments thereto shall be forwarded to the TAB for its information.

Information Item

Transportation Advisory Board



Meeting Date: August 3, 2022

Topic

2022 Regional Solicitation Scores

District(s), Member(s): All
Policy/Legal Reference: TAB Action
Staff Prepared/Presented: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Background

The projects submitted during the 2020 Regional Solicitation have been reviewed by teams of professionals from cities, counties, the Metropolitan Council, and state agencies. They are organized by the 11 application types. Applicants have until August 3 to appeal scores on specific measures from their applications only. The Funding & Programming Committee will hear appeals and finalize scores at its August 18 meeting.

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

Application Type	Applications	Federal	Match	Total
Traffic Management Technologies	4	\$9,122,400	\$2,280,600	\$11,403,000
Spot Mobility and Safety	10	\$21,767,426	\$5,441,957	\$27,209,383
Roadway Strategic Capacity	11	\$96,817,600	\$139,517,791	\$236,335,391
Roadway Reconstruction/Modernization	31	\$179,359,169	\$136,323,741	\$315,682,910
Bridges	5	\$20,289,365	\$17,822,341	\$38,111,706
Transit Expansion	7	\$38,230,703	\$146,708,532	\$184,939,236
Transit Modernization	6	\$22,831,839	\$5,682,960	\$28,514,799
Travel Demand Management	7	\$2,996,769	\$749,192	\$3,745,961
Multiuse Trails & Bicycle Facilities	49	\$144,909,865	\$54,797,896	\$199,707,761
Pedestrian Facilities	10	\$15,671,480	\$17,041,573	\$32,713,053
Safe Routes to School	10	\$7,379,790	\$3,243,618	\$10,623,408
TOTAL*	150	\$559,376,407	\$529,610,201	\$1,088,986,607

* Totals do not include the Unique Projects and Arterial Bus Rapid Transit (ABRT) categories.

Project Schedule

Date	TAC/TAB Process
July 21, 2022	The TAC F&PC reviews the ranked lists of projects
Aug 3	Scoring re-evaluation requests are due
Aug 3 -10	Staff reviews all the scoring reevaluation requests, consults with the individual scorer and chair and prepares a report for TAC F&PC
August 18	Scoring evaluation (F&PC)
Late Aug – Early Oct	Staff develops funding options
October 20	TAC F&PC recommend
November	TAC recommend; TAB approve
December	TC and Council concur

Use of Outlier Adjustments

#	Category	Measure	Description
1	Strategic Capacity	5A. Vehicle Delay reduced (100)	Awarded 90 points (90%) to second-ranked application to improve the spread.
2	Strategic Capacity	5B. Emissions reduction (50)	One outlier led to scores of 50, 8, 2, 2, 2, 2, 2, 1, 0, 0, and 0. The committee awarded 50% of the points to the second-ranked project, moving the scores to 50, 25, 13, 7, 6, 6, 6, 2, 0, 0, and 0.
3	Roadway Reconstruction/ Modernization	5B. Emissions reduction (30 point maximum)	A 76% emissions reduction on the maximum project led to no other project being able to score more than six points. The committee deemed the application an outlier and awarded 50% of points to the second-ranked project.



2022 Regional Solicitation Application Scoring

Traffic Management Technologies

									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	9	
									1A	1B	1C	1D	2A	2B	3A	3B	3C	3D	4	5A	5B	6A	6B	7	8			
									0-50	0-50	0-50	0-25	0-85	0-40	0-30	0-40	0-30	0-25	0-75	0-150	0-50	0-50	0-150	0-50	0-75	0-1,000	0-100	0-1,100
Rank	ID	Applicant	Project Name	Functional Classification	Federal	Match	Total	Cumulative Requested																				
1	17633	CARVER COUNTY	Traffic Signal Tech and ITS Corridor Enhancements	Varies	\$2,000,000	\$500,000	\$ 2,500,000	\$2,000,000	25	50	50	20	44	26	17	15	12	0	65	144	50	50	150	28	75	821	100	921
2	17491	ST PAUL	Maryland Avenue Traffic Signal Enhancements	Augmentor	\$2,322,400	\$580,600	\$ 2,903,000	\$4,322,400	25	50	40	25	51	22	22	34	27	25	75	116	44	21	113	31	64	785	82	867
3	17654	MINNEAPOLIS	ITS Upgrades and Enhancements	Augmentor	\$2,400,000	\$600,000	\$ 3,000,000	\$6,722,400	25	0	40	15	66	18	21	30	23	0	70	150	40	39	128	50	64	779	79	858
4	17609	STATE OF MN	Cabinet Upgrade with Signal Optimization	Varies	\$2,400,000	\$600,000	\$ 3,000,000	\$9,122,400	50	50	30	15	85	40	1	1	5	0	60	91	41	2	53	18	60	602	61	663

- 1A: Functional classification of project
- 1B: Regional Truck Corridor Study tiers
- 1C: Integration within existing traffic management systems
- 1D: Coordination with other agencies
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Engagement
- 3B: Equity population benefits and impacts
- 3C: Affordable housing access
- 3D: Equity bonus

- 4: Upgrades to obsolete equipment
- 5A: Congested roadways
- 5B: Emissions and congestion benefits
- 6A: Crashes reduced
- 6B: Safety issues in project area
- 7: Transit, bike, or pedestrian project elements and connections
- 8: Risk assessment
- 9: Cost effectiveness

2022 Regional Solicitation Application Scoring

ROADWAY SPOT MOBILITY/SAFETY

									Prioritizing Criteria												7. CE	Grand Total					
									1. Role in Trans. System & Econ.		2. Equity				3. Cong/Air Age		4. Safety		5. Mult	6. Risk A.	Prelim Total	7					
									1A	1B	2A	2B	2C	2D	3A	3B	4A	4B	5	6							
									0-70	0-45	0-30	0-40	0-30	0-25	0-200	0-75	0-235	0-100	0-100	0-75	0-1,000	0-100	0-1,100				
Rank	ID	Applicant	Project Name	Functional Class	Federal	Match	Total	Cumulative Requested																			
1	17577	MINNEAPOLIS	26th and Hiawatha Safety Improvements	Principal Arterial	\$1,329,600	\$332,500	\$ 1,662,100	\$1,329,600	70	40	26	37	26	25	0	0	235	52	97	64	672	100	772				
2	17672	BROOKLYN PARK	Hwy 169 at 109th Ave Improvements	Principal Arterial	\$2,494,800	\$623,700	\$ 3,118,500	\$3,824,400	70	45	11	15	11	0	200	75	33	16	90	46	612	49	661				
3	17634	CARVER COUNTY	Highway 11 Intersection Improvements	Connector	\$3,040,000	\$760,000	\$ 3,800,000	\$6,864,400	68	35	8	0	4	0	169	59	45	13	87	70	558	36	594				
4	17517	ANOKA COUNTY	Hodgson Rd and Ash St Roundabout	Expander	\$3,239,106	\$809,777	\$ 4,048,883	\$10,103,506	25	0	7	12	9	0	150	45	35	35	95	75	488	30	518				
5	17636	CARVER COUNTY	Highway 5/11 Safety Improvements	Expander	\$2,400,000	\$600,000	\$ 3,000,000	\$12,503,506	23	35	5	12	11	0	118	0	55	38	88	64	449	37	486				
6	17572	HENNEPIN COUNTY	Hemlock Ln Project	Relievers and Expander	\$1,856,000	\$464,000	\$ 2,320,000	\$14,359,506	70	45	11	27	19	0	22	6	24	32	100	58	414	44	458				
7	17571	HENNEPIN COUNTY	Rockford Rd Project	Augmenter and Reliever	\$1,624,000	\$406,000	\$ 2,030,000	\$15,983,506	41	0	10	27	15	0	23	4	97	35	95	42	389	47	436				
8	17674	BROOKLYN PARK	CSAH 103 at 109th Ave Improvements	Reliever	\$2,917,520	\$729,380	\$ 3,646,900	\$18,901,026	70	0	11	19	11	0	46	20	8	11	90	46	332	23	355				
9	17727	DAKOTA COUNTY	CSAH 46/CSAH 85 Roundabout	Connector	\$1,756,000	\$439,000	\$ 2,195,000	\$20,657,026	5	0	1	5	2	0	0	0	95	44	68	42	262	30	292				
10	17524	ANOKA COUNTY	Centerville Rd at Ash St Roundabout	Expander	\$1,110,400	\$277,600	\$ 1,388,000	\$21,767,426	19	0	7	14	0	0	0	0	12	21	82	57	212	38	250				

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

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

2022 Regional Solicitation Application Scoring

STRATEGIC CAPACITY

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Functional Class	Funding Information				Prioritizing Criteria																9. CE	Grand Total	
					Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.			2. Usage		3. Equity and Housing				4. Age	5. Congestion/Ai		6. Safety		7. Mult	8. Risk A.			Prelim Total
									0-80	0-50	0-80	0-110	0-65	0-30	0-40	0-30	0-30	0-25	0-40	5A	5B	6A	6B	7			8
1	17515	ANOKA COUNTY	TH 65 Intersections at 109th/105th Aves	Principal Arterial	\$10,000,000	\$31,963,662	\$41,963,662	\$10,000,000	80	19	60	110	65	23	30	20	0	35	100	50	120	21	93	50	876	15	891
2	17578	BURNSVILLE	TH 13 & Nicollet Ave Intersection Project	Principal Arterial	\$10,000,000	\$22,185,000	\$32,185,000	\$20,000,000	80	50	60	92	49	23	35	26	25	17	62	13	15	18	100	75	740	16	756
3	17495	RAMSEY COUNTY	I-35E/CR J Addition of Missing Interchange Ramps and CR J Roundabouts	Expander	\$10,000,000	\$4,549,729	\$14,549,729	\$30,000,000	40	12	80	23	17	15	25	16	0	40	64	25	19	12	93	50	531	26	557
4	17597	BROOKLYN PARK	CSAH 30 Expansion and Multimodal Project	Reliever	\$2,521,600	\$630,400	\$3,152,000	\$32,521,600	51	43	60	24	13	8	20	12	0	33	18	6	9	5	93	53	448	100	548
5	17564	COON RAPIDS	TH 610 and East River Road Addition of Missing Interchange Ramps	Expander	\$10,000,000	\$20,053,000	\$30,053,000	\$42,521,600	64	44	80	43	22	22	35	25	10	13	6	2	8	1	93	54	522	13	535
6	17638	CARVER COUNTY	Highway 5 Victoria Expansion and Safety Project	Expander	\$10,000,000	\$2,587,000	\$12,587,000	\$52,521,600	46	4	40	33	27	18	25	23	0	31	14	0	49	4	93	60	467	26	493
7	17637	CARVER COUNTY	Highway 5 Expansion and Lake Minnewashta Causeway Bridge Project	Expander	\$10,000,000	\$18,715,000	\$28,715,000	\$62,521,600	80	13	60	58	39	16	10	12	0	24	90	0	13	0	0	60	475	12	487
8	17616	DAKOTA COUNTY	CSAH 46 Expansion Project	Expander/Connector	\$10,000,000	\$30,000,000	\$40,000,000	\$72,521,600	36	4	60	33	24	6	20	18	0	10	44	0	94	3	73	47	472	8	480
9	17639	CARVER COUNTY	Highway 10 Expansion and Access Project	Expander	\$7,416,000	\$1,854,000	\$9,270,000	\$79,937,600	80	1	40	30	22	19	20	10	0	9	19	6	28	2	87	65	438	33	471
10	17617	DAKOTA COUNTY	185th Street Expansion Project	Expander	\$6,880,000	\$1,720,000	\$8,600,000	\$86,817,600	60	10	0	27	27	14	25	22	0	18	4	7	70	3	73	55	415	34	449
11	17523	ANOKA COUNTY	109th Avenue Expansion Project	Expander	\$10,000,000	\$5,260,000	\$15,260,000	\$96,817,600	52	21	10	17	12	11	15	11	0	15	25	6	35	2	87	57	376	17	393

- 1A: Congestion, adjacent congestion, or PA Intersection Conversion Study priorities
- 1B: Project location relative to Jobs, manufacturing, and education
- 1C: Regional Truck Corridor Study tiers
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Engagement
- 3B: Equity population benefits and impacts
- 3C: Affordable housing access
- 3D: Equity Bonus

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

2022 Regional Solicitation Application Scoring

ROADWAY RECONSTRUCTION-MODERNIZATION

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funct Class	Funding Information				Prioritizing Criteria																9. CE	Grand Total		
					Federal	Match	Total	Cumulative Requested	1. Role in Region		2. Usage		3. Equity / Housing				4. Age		5. Congest/AQ		6. Safety		7. Mult	8. Risk A.			Prelim Total	
									1A	1B	2A	2B	3A	3B	3C	3D	4A	4B	5A	5B	6	6B	7	8			0-1,000	
										0-65	0-40	0-110	0-65	0-30	0-40	0-30	0-25	0-50	0-125	0-50	0-30	0-150	0-30	0-110	0-75	0-1,000	9	0-1,100
1	17444	HENNEPIN COUNTY	Franklin Ave Reconstruction Project	Reliever	\$3,088,000	\$772,000	\$ 3,860,000	\$ 3,088,000	34	30	46	18	23	34	26	25	31	104	0	0	55	30	110	52	618	100	718	
2	17666	RAMSEY COUNTY	Rice Street Reconstruction	Reliever	\$7,000,000	\$29,700,000	\$ 36,700,000	\$ 10,088,000	16	20	50	17	25	35	22	25	48	102	0	0	150	25	87	75	697	12	709	
3	17445	HENNEPIN COUNTY	Lyndale Ave Reconstruction Project	Reliever	\$7,000,000	\$6,550,000	\$ 13,550,000	\$ 17,088,000	12	10	96	32	21	34	26	25	43	106	4	1	89	27	87	52	665	31	695	
4	17725	MINNEAPOLIS	7th Street North Reconstruction	Reliever	\$7,000,000	\$1,821,250	\$ 8,821,250	\$ 24,088,000	65	10	39	13	28	32	24	15	22	88	0	0	89	27	106	45	603	43	646	
5	17446	HENNEPIN COUNTY	Cedar Ave Reconstruction Project	Augmentor	\$5,536,000	\$1,384,000	\$ 6,920,000	\$ 29,624,000	33	10	108	17	22	34	25	25	27	100	7	1	44	16	37	38	544	49	593	
T-6	17728	WASHINGTON COUNTY	Century Avenue Reconstruction	Expander	\$7,000,000	\$1,972,429	\$ 8,972,429	\$ 36,624,000	33	20	65	41	23	29	21	0	33	52	50	30	19	17	72	45	550	38	588	
T-6	17492	DAKOTA COUNTY	Lone Oak Rd Reconstruction	Reliever	\$4,740,000	\$1,200,000	\$ 5,940,000	\$ 41,364,000	65	40	29	17	11	35	23	0	27	80	3	0	14	22	105	61	532	56	588	
8	17580	ROGERS	TH 101/I-94 Interchange Upgrade	Principal Arterial	\$6,780,000	\$1,695,000	\$ 8,600,000	\$ 48,144,000	29	40	110	65	6	25	17	0	27	61	7	10	35	2	56	45	535	39	574	
9	17480	EDINA	TH 100/Vernon Ave Interchange Recon.	Reliever	\$4,213,200	\$1,053,300	\$ 5,266,500	\$ 52,357,200	9	40	48	20	17	30	23	0	27	98	21	5	1	10	82	53	484	57	542	
10	17586	ST LOUIS PARK	Cedar Lake Rd Improvements	Reliever	\$7,000,000	\$4,985,000	\$ 11,985,000	\$ 59,357,200	25	20	41	18	22	27	15	0	15	85	36	5	46	19	93	47	514	27	541	
11	17622	ST PAUL	Wabasha Street Reconstruction	Reliever	\$5,337,600	\$1,334,400	\$ 6,672,000	\$ 64,694,800	35	10	21	14	27	35	24	15	34	79	0	0	30	19	96	54	493	46	539	
12	17576	MAPLE GROVE	TH 169/CR 130 Interchange Reconstruction	Reliever	\$7,000,000	\$7,635,000	\$ 14,635,000	\$ 71,694,800	60	40	42	30	15	30	20	0	20	86	15	0	17	3	79	58	515	22	537	
T-13	17655	CITY OF ANOKA	St Francis Blvd Corridor Improvements	Connector	\$4,951,600	\$1,305,400	\$ 6,257,000	\$ 76,646,400	17	20	38	23	6	27	21	0	46	109	19	5	11	13	63	52	470	47	517	
T-13	17677	MINNEAPOLIS	E 35th and 36th Streets Reconstruction	Augmentor	\$7,000,000	\$20,218,820	\$ 27,218,820	\$ 83,646,400	7	10	66	10	28	35	21	25	31	85	0	0	58	19	95	15	505	12	517	
15	17623	ST PAUL	Minnehaha Avenue Reconstruction	Reliever	\$5,224,640	\$1,306,160	\$ 6,530,800	\$ 88,871,040	30	10	35	7	27	32	24	25	18	76	0	0	22	23	85	54	468	45	513	
16	17710	SHAKOPEE	Marystown Road Corridor	Expander	\$3,723,172	\$930,793	\$ 4,653,965	\$ 92,594,212	3	10	36	7	19	30	24	0	14	92	6	15	44	19	78	53	450	60	510	
17	17682	WACONIA	TH 5 Phase 2 Reconstruction	Connector	\$7,000,000	\$4,275,900	\$ 11,275,900	\$ 99,594,212	13	20	31	17	11	24	19	0	50	125	4	2	24	11	66	61	478	26	504	
18	17598	DAKOTA COUNTY	CSAH 42 Roadway Modernization	Principal Arterial	\$6,540,000	\$1,639,345	\$ 8,179,345	\$ 106,134,212	4	30	72	40	6	17	18	0	17	56	50	11	17	14	59	56	467	36	502	
19	17718	WASHINGTON COUNTY	CR 19A/100th St Realignment	Expander	\$7,000,000	\$12,125,000	\$ 19,125,000	\$ 113,134,212	10	20	2	8	4	30	18	0	18	78	2	0	150	7	91	38	476	16	492	
20	17640	CARVER COUNTY	Highway 10 Chaska Reconstruction	Expander	\$5,448,000	\$1,362,000	\$ 6,810,000	\$ 118,582,212	23	10	16	13	19	30	26	0	21	91	6	1	9	13	100	61	439	40	479	
21	17618	ST PAUL	Cretin Avenue Reconstruction	Augmentor	\$7,000,000	\$2,027,605	\$ 9,027,605	\$ 125,582,212	40	10	53	26	28	32	19	0	32	59	0	0	2	12	72	54	439	30	469	
22	17590	RICHFIELD	W 76th St Modernization	Reliever	\$2,230,000	\$690,000	\$ 2,920,000	\$ 127,812,212	34	0	29	15	29	35	19	15	13	63	0	0	2	15	52	64	385	82	467	
23	17706	CRYSTAL	W. Broadway Ave Modernization	Augmentor	\$3,250,536	\$812,634	\$ 4,063,170	\$ 131,062,748	11	0	34	14	20	30	19	0	23	96	3	0	13	21	57	53	394	61	455	
24	17508	HENNEPIN COUNTY	Penn Ave Reconstruction Project	Reliever	\$7,000,000	\$9,420,000	\$ 16,420,000	\$ 138,062,748	15	10	37	15	24	29	23	0	26	90	1	0	26	15	59	52	422	16	438	
25	17715	DAKOTA COUNTY	CSAH 46 Modernization Project	Connector	\$7,000,000	\$3,450,000	\$ 10,450,000	\$ 145,062,748	11	10	22	16	4	12	18	0	29	98	0	0	44	11	72	56	403	24	427	
26	17504	EDINA	Vernon Avenue Roadway Modernization	Reliever	\$2,812,379	\$703,095	\$ 3,515,474	\$ 147,875,127	9	0	27	14	19	30	22	0	27	94	0	0	3	17	44	53	359	64	423	
27	17514	ANOKA COUNTY	Northdale Blvd Reconstruction Project	Expander	\$6,193,600	\$1,548,400	\$ 7,742,000	\$ 154,068,727	6	20	23	13	14	25	20	0	32	102	0	0	13	6	42	61	377	30	408	
28	17519	ANOKA COUNTY	Lake George Blvd Reconstruction Project	Connector	\$4,790,400	\$1,197,600	\$ 5,988,000	\$ 158,859,127	0	0	22	13	15	25	18	0	35	74	31	7	14	6	32	75	367	38	405	
29	17624	ST PAUL	Fairview Avenue Reconstruction	Augmentor	\$6,500,042	\$1,625,010	\$ 8,125,052	\$ 165,359,169	17	0	26	10	28	32	19	0	17	62	0	0	0	6	72	64	353	27	380	
30	17521	ANOKA COUNTY	Lexington Ave Reconstruction Project	Expander	\$7,000,000	\$6,273,600	\$ 13,273,600	\$ 172,359,169	0	0	18	12	17	25	6	0	34	80	1	2	25	0	56	61	337	16	352	
31	17509	HENNEPIN COUNTY	Dayton River Rd Rehabilitation Project	Connector	\$7,000,000	\$5,310,000	\$ 12,310,000	\$ 179,359,169	14	10	21	17	9	29	22	0	22	69	6	2	16	10	48	37	332	17	348	

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

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

2022 Regional Solicitation Application Scoring

BRIDGES

									Prioritizing Criteria															
									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	2A	2B	3A	3B	3C	3D	4A	4B	5	6		7	
									0-100	0-30	0-65	0-100	0-30	0-30	0-40	0-30	0-25	0-300	0-100	0-100	0-75	0-1,000	0-100	0-1,100
Rank	ID	Applicant	Project Name	Functional Class	Federal	Match	Total	Cumulative Requested																
1	17496	RAMSEY COUNTY	Old Highway 8 Bridge Replacement	Reliever	\$1,937,365	\$484,341	\$2,421,706	\$1,937,365	38	30	65	39	15	22	20	23	0	250	100	100	75	777	65	842
2	17451	HENNEPIN COUNTY	Bass Lake Rd Bridge Replacement	Augmenter	\$1,040,000	\$260,000	\$1,300,000	\$2,977,365	77	21	0	75	30	16	15	13	0	250	0	83	65	645	100	745
3	17650	MINNEAPOLIS	Nicollet Ave Bridge Rehab	Reliever	\$7,000,000	\$14,500,000	\$21,500,000	\$9,977,365	29	25	0	100	25	10	10	6	0	250	0	100	59	614	2	616
4	17450	HENNEPIN COUNTY	Pioneer Trl Bridge Replacement	Reliever	\$4,760,000	\$1,190,000	\$5,950,000	\$14,737,365	100	5	0	28	25	1	0	2	0	250	0	100	65	576	20	596
5	17452	HENNEPIN COUNTY	Eden Prairie Rd Bridge Replacement	Expander	\$5,552,000	\$1,388,000	\$6,940,000	\$20,289,365	89	7	0	50	25	5	10	3	0	150	0	58	47	444	13	457

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

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

2022 Regional Solicitation Application Scoring

TRANSIT EXPANSION

										Prioritizing Criteria										8. CE	Grand Total	
										1. Role in Trans. System & Econ.		2. Usage	3. Equity and Housing				4. Emissions Reductions	5. Multimodal	6. Risk			Total
										1A	1B	2	3A	3B	3C	Bonus	4	5	6			
										0-50	0-50	0-350	0-60	0-80	0-60	0-25	0-200	0-100	0-50	0-1,000	0-100	0-1,100
Rank	ID	Applicant	Project Name	BRT	New Mkt	Federal	Match	Total	Cumulative Requested													
1	17625	Metro Transit	Route 3 Service Improvement	No	No	\$6,720,011	\$1,680,003	\$8,400,014	\$6,720,011	35	50	350	40	35	35	0	200	100	50	895	30	925
2	17692	Washington County	I-494 Park & Ride Structure	Yes	Yes	\$7,000,000	\$14,679,457	\$21,679,457	\$13,720,011	2	15	180	38	30	20	0	87	100	50	522	100	622
3	17605	MVTA	Shakopee to Brooklyn Center Express	No	Yes	\$4,297,912	\$1,074,478	\$5,372,391	\$18,017,923	6	22	138	29	8	25	0	162	78	50	518	32	550
4	17606	MVTA	Express to Rice/University	No	Yes	\$2,812,780	\$703,195	\$3,515,975	\$20,830,703	7	21	123	40	15	25	0	102	83	50	466	45	511
5	17722	Metro Transit	METRO Green Line LRT Extension	No	Yes	\$7,000,000	\$125,971,399	\$132,971,399	\$27,830,703	26	26	34	50	75	48	10	22	100	50	441	1	442
6	17694	SouthWest Transit	SW Prime North Expansion	No	Yes	\$5,600,000	\$1,400,000	\$7,000,000	\$33,430,703	50	24	87	5	0	15	0	45	94	50	370	15	385
7	17693	SouthWest Transit	Golden Triangle Mobility Hubs	No	Yes	\$4,800,000	\$1,200,000	\$6,000,000	\$38,230,703	15	16	39	5	10	15	0	37	69	36	242	18	260

- 1A: Jobs and educational institutions
- 1B: Average number of weekday transit trips connected to project
- 2: New annual riders
- 3A: Equity engagement
- 3B: Equity population benefits and impacts
- 3C: Affordable housing access

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

2022 Regional Solicitation Application Scoring

TRANSIT MODERNIZATION

										Prioritizing Criteria										8. CE	Grand Total		
										1. Role in Trans. System & Econ.		2. Usage	3. Equity and Housing				4. Emissions Reductions	5. Service / Improvements	6. Multimodal			7. Risk	Total
										1A	1B	2	3A	3B	3C	Bonus	4	5	6			7	
										0-50	0-50	0-325	0-50	0-75	0-50	0-25	50	0-200	0-100	0-50	0-1,000	0-100	0-1,100
Rank	ID	Applicant	Project Name	BRT	New Mkt	Federal	Match	Project Total	Cumulative Requested														
1	17655	Minneapolis	5th Street Transit Center	No	No	\$1,989,439	\$497,360	\$2,486,799	\$1,989,439	50	50	325	32	35	28	0	35	28	85	50	718	100	818
2	17497	Metro Transit	Blue Line Lake St/Midtown Station Renovation	No	No	\$7,000,000	\$1,750,000	\$8,750,000	\$8,989,439	9	41	171	41	60	44	10	25	125	95	43	664	5	669
3	17615	Metro Transit	38th Street Station Modernization	No	No	\$5,136,000	\$1,284,000	\$6,420,000	\$14,125,439	5	27	170	34	60	44	0	50	86	100	32	608	33	641
4	17603	MVTA	Technology, ADA Enhancements	No	Yes	\$500,000	\$125,000	\$625,000	\$14,625,439	38	30	29	26	55	36	0	23	87	77	50	451	71	522
5	17701	Apple Valley	Red Line BRT 147th St. Station Skyway	Yes	Yes	\$4,206,400	\$1,051,600	\$5,258,000	\$18,831,839	5	11	10	41	50	40	0	25	112	100	50	444	18	462
6	17604	MVTA	Apple Valley Transit Station Modernization (Phase II)	Yes	Yes	\$4,000,000	\$1,000,000	\$5,000,000	\$22,831,839	10	12	10	31	50	29	0	25	74	84	50	375	26	401

- 1A: Jobs and educational institutions
- 1B: Average number of weekday transit trips connected to project
- 2: Total existing riders
- 3A: Equity engagement
- 3B: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- 3C: Affordable housing
- 3D: Equity bonus

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

2022 Regional Solicitation Application Scoring

Travel Demand Management

Ranks	ID	Applicant	Project Name	Funding Information				1. Role in Trans. System & Econ.	2. Usage	3. Equity / Housing				4. Cong. Mit. AQ		5. Innovation	6. Risk Assessment		Total	7. CE	Grand Total
				Federal	Match	Total	Cumulative Requested	1	2	3A	3B	3C	3D	4A	4B	5	6A	6B		7	
				0-200	0-100	0-45	0-60	0-45	0-25	0-150	0-150	0-200	0-25	0-25	0-1,000	0-100	0-1,100				
1	17707	HOURCAR	Multifamily EV Carshare Pilot Project	\$499,244	\$124,811	\$624,055	\$499,244	170	66	38	35	45	0	54	130	184	23	11	756	62	818
2	17679	Metro Transit	Residential Pass Implementation Project	\$500,000	\$125,000	\$625,000	\$999,244	200	100	30	35	36	0	32	67	200	25	25	750	62	812
3	17724	Bicycle Alliance of Minnesota	Learn to Ride Expansion	\$424,554	\$106,138	\$530,692	\$1,423,798	180	47	25	28	10	0	106	92	112	22	1	623	60	683
4	17602	MN Valley Transit Authority	Transit Connection Specialist	\$228,000	\$57,000	\$285,000	\$1,651,798	90	37	13	0	21	0	44	150	168	22	11	556	100	656
5	17563	Metro Transit	Metro Transit Wayfinding Project	\$400,000	\$100,000	\$500,000	\$2,051,798	190	16	42	50	38	10	69	0	120	24	25	584	60	644
6	17506	MOVE MINNESOTA	15 Minute Cities of Saint Paul	\$444,971	\$111,243	\$556,214	\$2,496,769	100	22	31	30	38	0	150	0	176	22	1	570	53	623
7	17705	Dakota County Regional Chamber of Commerce	Dakota County Transportation Managment Organization	\$500,000	\$125,000	\$625,000	\$2,996,769	40	37	6	0	21	0	12	104	192	21	13	446	37	483

- 1: Ability to capitalize on existing facilities and resources
- 2: Users
- 3A: Engagement
- 3B: Equity population benefits and impacts
- 3C: Affordable housing access
- 3D: Equity bonus

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

2022 Regional Solicitation Application Scoring

Prioritizing Criteria

MULTIUSE TRAILS AND BICYCLE FACILITIES

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria											7. CE	Grand Total
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing				4. Safety		5. Multimodal	6. Risk	Total		
				0-200	0-200	0-36	0-48	0-36	0-25	0-100	0-150	5	6	0-1,000	9	0-100				
1	17449	Hennepin Co	Park Ave & Portland Ave Bikeway	\$5,500,000	\$2,660,000	\$8,160,000	\$5,500,000	200	200	28	42	29	25	45	140	90	70	869	9	878
2	17721	Minneapolis	Downtown 9th and 10th St Bikeways	\$4,511,942	\$1,127,985	\$5,639,927	\$10,011,942	200	196	25	32	29	0	45	150	100	78	855	13	868
3	17537	Three Rivers PD	Eagle Lake Regional Trail	\$3,060,333	\$765,083	\$3,825,416	\$13,072,275	175	126	36	36	30	15	100	120	95	81	814	18	832
4	17627	St Paul	Capital City Bikeway: Phase 3 Kellogg Blvd	\$5,500,000	\$3,935,913	\$9,435,913	\$18,572,275	200	90	22	28	17	0	90	135	100	130	812	7	819
5	17629	St Paul	Capital City Bikeway: Saint Peter St	\$5,500,000	\$2,864,855	\$8,364,855	\$24,072,275	200	89	22	28	17	0	100	125	90	130	801	8	809
6	17651	Minneapolis	Northside Greenway Phase 1	\$4,188,954	\$1,047,238	\$5,236,192	\$28,261,229	175	78	34	44	32	25	75	125	95	106	789	13	802
7	17614	Minneapolis	2nd St North Bikeway	\$4,000,000	\$1,000,000	\$5,000,000	\$32,261,229	200	108	21	38	34	0	65	135	90	65	756	13	769
8	17595	Anoka Co	44th Ave Bridge Bike/Ped Trail Project	\$2,015,200	\$503,800	\$2,519,000	\$34,276,429	200	34	23	27	17	0	100	125	85	130	741	24	765
9	17579	Mpls Park & Rec	East Bank Trail Gap Improvements	\$2,560,000	\$640,000	\$3,200,000	\$36,836,429	150	97	27	42	32	15	90	95	85	98	731	19	750
10	17473	Three Rivers PD	Nine Mile Creek Regional Trail - 11th Ave	\$760,000	\$190,000	\$950,000	\$37,596,429	200	44	23	28	14	0	90	130	45	111	685	60	745
11	17539	Three Rivers PD	Shingle Creek Regional Trail Realignment	\$2,462,240	\$615,560	\$3,077,800	\$40,058,669	175	37	30	36	36	25	85	125	80	89	718	19	737
12	17680	Inver Grove Heights	Inver Grove Heights Babcock Trail	\$419,040	\$104,760	\$523,800	\$40,477,709	175	24	27	29	34	0	45	120	95	81	630	100	730
13	17448	Hennepin Co	Marshall St NE Bikeway Project	\$4,912,000	\$1,228,000	\$6,140,000	\$45,389,709	200	115	17	36	20	0	45	135	80	66	714	10	724
T-14	17582	Ramsey Co	Phase 1 Bruce Vento Reg. Trail Extension	\$4,000,000	\$3,000,000	\$7,000,000	\$49,389,709	200	40	18	44	30	0	100	130	45	104	711	8	719
T-14	17573	St Paul	Point Douglas Regional Trail Phase 1	\$5,500,000	\$1,375,000	\$6,875,000	\$54,889,709	200	31	32	42	22	25	65	125	80	88	710	9	719
T-16	17556	Scott Co	Merriam Junction Regional Trail	\$5,500,000	\$7,650,000	\$13,150,000	\$60,389,709	175	7	32	24	36	0	100	135	70	120	699	4	703
T-16	17575	Three Rivers PD	Bryant Lake Regional Trail Construction	\$5,500,000	\$1,375,000	\$6,875,000	\$65,889,709	200	59	28	36	26	0	100	90	75	81	695	8	703
18	17663	City of Anoka	Rum River Trail 4th Ave Railroad Crossing	\$556,000	\$150,000	\$706,000	\$66,445,709	175	28	21	27	25	0	75	130	70	76	627	74	701
19	17532	Three Rivers PD	Shingle Creek Regional Trail: Noble Pkwy	\$1,254,000	\$313,500	\$1,567,500	\$67,699,709	200	52	30	34	14	0	35	120	50	130	665	35	700
20	17541	Three Rivers PD	CP Rail Regional Trail- Bloomington/Edina	\$4,665,840	\$1,166,460	\$5,832,300	\$72,365,549	125	57	29	34	36	15	100	125	85	80	686	10	696
21	17711	Dakota Co	Fort Snelling State Park UP Rail Overpass	\$3,777,940	\$944,485	\$4,722,425	\$76,143,489	200	23	22	30	28	0	75	125	70	104	677	12	689
22	17712	Dakota Co	Valley Park Trail & Underpass	\$1,372,800	\$343,200	\$1,716,000	\$77,516,289	200	28	24	27	27	0	65	125	70	89	655	32	687
23	17526	Brooklyn Park	Rush Creek Reg. Trail Grade Sep. at CSAH 103	\$1,057,600	\$264,400	\$1,322,000	\$78,573,889	175	20	26	31	32	0	50	130	85	94	643	40	683
24	17531	Three Rivers PD	Medicine Lake Reg. Trail Reconstruction	\$2,883,000	\$720,833	\$3,603,833	\$81,456,889	175	95	27	36	16	0	20	125	60	111	665	15	680
25	17687	Farmington	North Creek Greenway Reg. Trail - Farmington	\$1,305,600	\$326,400	\$1,632,000	\$82,762,489	175	22	24	31	28	0	100	125	60	81	646	33	679
26	17730	South St Paul	Bryant Avenue Pedestrian Bridge	\$4,145,600	\$1,036,400	\$5,182,000	\$86,908,089	175	18	19	24	36	0	75	125	75	117	664	11	675
27	17589	Richfield	73rd St Trail and Bridge Modernization	\$5,500,000	\$3,700,000	\$9,200,000	\$92,408,089	150	57	29	24	36	0	75	125	75	94	665	6	671
28	17599	Plymouth	Station 73 Transit and Regional Trail Project	\$5,500,000	\$3,994,800	\$9,494,800	\$97,908,089	150	36	21	20	33	0	100	125	80	98	663	6	669
29	17713	Dakota Co	Lebanon Greenway TH 149 Trail	\$817,380	\$204,345	\$1,021,725	\$98,725,469	200	21	24	27	31	0	30	120	90	73	616	50	666
30	17648	Bloomington	Normandale Boulevard Multiuse Trail	\$4,550,000	\$1,139,021	\$5,689,021	\$103,275,469	175	32	17	40	36	0	60	125	95	73	653	10	663
T-31	17736	Dakota Co	Rosemount CSAH 42 Trail and Underpass	\$2,480,000	\$620,000	\$3,100,000	\$105,755,469	175	14	24	31	28	0	100	140	70	62	644	17	661
T-31	17719	Lakeville	Dodd Blvd Trail Grade Separation Project	\$2,426,400	\$606,600	\$3,033,000	\$108,181,869	175	21	22	31	24	0	90	130	70	80	643	18	661
33	17652	Lakeville	Lake Marion Greenway - Lakeville	\$2,852,110	\$713,028	\$3,565,138	\$111,033,979	175	27	15	18	24	0	75	125	65	110	634	15	649
34	17527	Brooklyn Park	Highway 252 and 81st Ave Pedestrian Bridge	\$3,144,000	\$786,000	\$3,930,000	\$114,177,979	150	35	22	42	32	15	50	140	85	62	633	13	646
35	17565	Three Rivers PD	Bassett Creek Regional Trail - Golden Valley	\$2,604,640	\$651,169	\$3,255,809	\$116,782,619	175	42	24	22	36	0	35	125	70	89	618	16	634
36	17568	Dakota Co	Delaware Ave Trail and Sidewalk Connections	\$541,600	\$135,400	\$677,000	\$117,324,219	175	33	20	19	10	0	35	120	65	86	563	69	632
37	17689	Three Rivers PD	West Miss. River Reg. Trail: South Segment	\$2,932,160	\$733,040	\$3,665,200	\$120,256,379	175	48	29	32	30	0	50	90	95	65	614	14	628
38	17631	Carver Co	MN River Bluffs Regional Trail	\$1,688,320	\$422,080	\$2,110,400	\$121,944,699	200	15	27	27	27	0	25	90	60	130	601	24	625
39	17714	Dakota Co	Veterans Memorial Greenway Trail and Bridge	\$2,800,000	\$700,000	\$3,500,000	\$124,744,699	175	15	27	28	19	0	85	120	65	72	606	14	620
40	17566	Three Rivers PD	Dakota Rail - Luce Line Connector	\$2,741,333	\$685,333	\$3,426,666	\$127,486,032	175	16	18	21	34	0	100	90	80	65	599	15	614
41	17720	Woodbury	Woodbury Gold Line Station Trail Connection	\$963,920	\$240,980	\$1,204,900	\$128,449,952	150	38	8	28	24	0	45	130	60	86	569	39	608
T-42	17653	Burnsville	Lake Marion Greenway Trail Gap - Sunset Pond Park	\$1,094,673	\$273,668	\$1,368,341	\$129,544,625	175	39	24	22	13	0	30	120	40	104	567	34	601
T-42	17688	Three Rivers PD	West Miss. River Reg. Trail: North Segment	\$3,000,000	\$750,000	\$3,750,000	\$132,544,625	175	47	29	32	30	0	35	90	85	65	588	13	601
T-44	17732	Washington Co	Hardwood Creek Regional Trail Extension	\$526,400	\$131,600	\$658,000	\$133,071,025	125	11	19	29	28	0	40	120	65	96	533	67	600
T-44	17632	Carver Co	Ravine Trail	\$4,573,840	\$1,143,460	\$5,717,300	\$137,644,865	175	28	27	28	33	0	75	130	45	50	591	9	600
46	17658	Eden Prairie	Flying Cloud Drive Trail	\$3,271,000	\$820,000	\$4,091,000	\$140,915,865	125	35	22	23	7	0	90	120	65	86	573	12	585
47	17530	Three Rivers PD	Lake Independence Reg. Trail Reconstruction	\$2,070,000	\$517,500	\$2,587,500	\$142,985,865	175	10	18	32	17	0	75	90	60	81	558	18	576
48	17690	Three Rivers PD	Crow River Reg. Trail	\$1,000,000	\$250,000	\$1,250,000	\$143,985,865	50	5	29	32	34	0	95	90	60	55	450	30	480
49	17646	Oakdale	Multiuse Trail Bridge over I-694	\$924,000	\$231,000	\$1,155,000	\$144,909,865	50	16	24	24	13	0	75	90	55	54	401	29	430

1: Location relative to Regional Bicycle Transportation Network
2: Existing population within 1 mile

- 3A: Equity Engagement
- 3B: Connection to disadvantaged populations and benefits, impacts, mitigation
- 3C: Housing
- 3D: Equity Bonus

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

- 6: Risk assessment
- 7: Cost effectiveness

2022 Regional Solicitation Application Scoring

Prioritizing Criteria

PEDESTRIAN FACILITIES

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria										7. CE	Grand Total	
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing				4. Safety		5. Multimodal	6. Risk			Total
				0-150	0-150	0-36	0-48	0-50	Bonus	0-120	0-180	0-150	0-130	0-1,000	0-100	0-1,100				
1	17570	HENNEPIN COUNTY	Lake St Pedestrian Project	\$2,000,000	\$2,300,000	\$4,300,000	\$2,000,000	44	150	24	30	28	0	120	180	150	124	850	18	868
2	17733	MINNEAPOLIS	1st Ave Pedestrian Improvements	\$2,000,000	\$10,683,100	\$12,683,100	\$4,000,000	150	43	22	20	6	0	114	174	150	99	778	6	784
3	17734	MINNEAPOLIS	Elliot Park Pedestrian Improvements	\$2,000,000	\$564,770	\$2,564,770	\$6,000,000	103	75	22	30	25	0	95	155	120	99	724	26	750
4	17726	WASHINGTON COUNTY	CSAH 5 Pedestrian Facility	\$400,000	\$100,000	\$500,000	\$6,400,000	3	27	24	30	24	0	102	162	45	124	541	100	641
5	17628	ST PAUL	Payne Ave Pedestrian Safety Improvements	\$1,200,000	\$300,000	\$1,500,000	\$7,600,000	25	52	4	10	28	0	94	154	79	130	576	35	611
8	17600	ST PAUL	Arlington Avenue Sidewalk Infill	\$920,000	\$230,000	\$1,150,000	\$8,520,000	3	44	7	30	28	0	108	168	52	92	532	43	575
6	17447	HENNEPIN COUNTY	Marshall St Pedestrian Project	\$1,528,000	\$382,000	\$1,910,000	\$10,048,000	29	52	17	20	7	0	96	156	89	82	548	27	575
7	17670	DAKOTA COUNTY	Cedar Ave Pedestrian Bridge at 140th St	\$2,000,000	\$871,833	\$2,871,833	\$12,048,000	5	24	9	18	23	0	92	152	128	105	556	18	574
9	17503	MINNEAPOLIS	42nd Street Pedestrian Improvements	\$1,623,480	\$405,870	\$2,029,350	\$13,671,480	4	67	22	20	13	0	93	153	45	99	516	23	539
10	17657	VICTORIA	78th Street Pedestrian Overpass	\$2,000,000	\$1,204,000	\$3,204,000	\$15,671,480	1	5	25	29	27	0	91	151	51	92	472	14	486

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

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

2022 Regional Solicitation Application Scoring

Prioritizing Criteria

SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria										6. CE	Grand Total		
				Federal	Match	Total	Cumulative Requested	1. SRTS Program Elements		2. Usage		3. Equity and Housing				4. Safety				5. Risk	Total
				0-150	0-100	0-170	0-80	1A	1B	2A	2B	3A	3B	3C	Bonus	4A	4B			5	0-1000
1	17729	SOUTH ST PAUL	Marie Avenue SRTS	\$1,000,000	\$1,246,000	\$2,246,000	\$1,000,000	142	100	72	80	32	40	14	0	85	140	130	835	23	858
2	17664	NEW HOPE	Meadow Lake Elem. SRTS	\$363,617	\$90,904	\$454,521	\$1,363,617	139	100	28	9	20	38	26	0	100	130	130	720	100	820
3	17558	MINNEAPOLIS	South & Folwell SRTS Improvements	\$1,000,000	\$378,850	\$1,378,850	\$2,363,617	116	50	170	18	30	40	24	0	75	130	78	731	33	765
4	17559	MINNEAPOLIS	Whittier Safe Routes to School	\$1,000,000	\$317,030	\$1,317,030	\$3,363,617	132	100	54	12	30	42	21	0	70	150	109	720	35	754
5	17507	ST PAUL	Chelsea Hts Elem. Ped. Improvements	\$1,000,000	\$440,000	\$1,440,000	\$4,363,617	146	100	31	3	22	31	9	0	85	150	130	707	31	738
6	17647	BLOOMINGTON	Valley View Schools SRTS Improvements	\$398,000	\$100,040	\$498,040	\$4,761,617	103	100	11	14	15	38	26	0	85	130	104	626	79	705
7	17588	RICHFIELD	73rd St SRTS Connection	\$635,000	\$175,000	\$810,000	\$5,396,617	150	100	29	5	32	42	25	25	15	100	130	653	51	704
8	17731	CHASKA	Engler Boulevard Trail Gap	\$825,520	\$206,380	\$1,031,900	\$6,222,137	108	75	16	12	18	42	32	0	100	125	130	658	40	698
9	17697	DAKOTA COUNTY	Delaware Avenue Trail Gap	\$600,000	\$150,000	\$750,000	\$6,822,137	98	100	18	2	14	16	1	0	100	110	114	573	48	621
10	17494	RAMSEY COUNTY	Koehler Rd/Edgerton St Trail	\$557,654	\$139,413	\$697,067	\$7,379,790	98	50	4	11	20	28	9	0	100	75	104	499	45	544

- 1A: 6 E's of SRTS program
- 1B: Completion of Safe Routes to School Plan or local plan
- 2A: Average share of student population that bikes or walks
- 2B: Student population within school's walkshed
- 3A: Equity engagement
- 3B: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- 3C: Housing
- 3D: Equity bonus

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