

ACTION TRANSMITTAL No. 2015-20

DATE: March 12, 2015

TO: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)

SUBJECT: 2014 Regional Solicitation Scoring Appeals and Approval of Final Scores

REQUESTED MOTION: Nine applicants have appealed the scores they received on one or more measures and request scoring changes. Also, Metropolitan Council staff requests approval of final scores.

RECOMMENDED MOTION: Recommendations are shown in the attached for each of nine proposals. Staff recommends approval of final scores, incorporating any changes applied during the appeals process.

BACKGROUND AND PURPOSE OF ACTION: Regional Solicitation applicants are afforded the opportunity to appeal their scores after the initial release of scores that occurred at the February 19 Funding & Planning Committee Meeting. Appeals were due on Friday, February 27. Metropolitan Council staff consulted with scorers and chairs, as needed, to generate the recommendations for each appeal in the subsequent attachment.

New material is not to be considered in review of an appeal. Appeals are meant only to challenge scoring errors or misinterpretations of the scoring guidelines.

Multiuse Trails and Bicycle Facilities

Scoring Guidelines for Criterion #1, “Role within the Regional System and Economy”

Background: The Regional Bicycle Transportation Network map (as developed in the Twin Cities Regional Bicycle System Study) shows a series of regional bikeway corridors (with alignments undefined) and a set of defined Tier 1 and Tier 2 *alignments*. The scoring guidelines as specified in the multi-use trails and bicycle facilities project funding application addressed the Tier 1 and Tier 2 corridors as identified on the RBTN map, but did not specifically address scoring where designated alignments had been identified. These specific alignments were the result of the work of the Regional Bicycle System Study Project Advisory Committee as well as subsequent meetings with each of the counties to confirm and adjust the designated alignments based on local plans and other factors. The alignments represent actual roadways and existing trails as well as many planned road-specific bikeways and off-road trails. The guidelines below were used in scoring the funding applications for those areas of the region where RBTN alignments had been defined.

Guidelines for scoring projects that improve RBTN Alignments: With respect to the RBTN, projects will receive points as indicated in the multi-use trails and bicycle facilities application for proposing improvements that are *within and along* a designated RBTN Tier 1 or Tier 2 corridor, *along* a designated Tier 1 or Tier 2 alignment, for providing a direct connection to an RBTN corridor or designated alignment, or for other projects if they are in an adopted county or city plan. For those areas that show a designated Tier 1 or Tier 2 alignment (as indicated on the RBTN map) the project must improve or connect to a specific alignment to receive the points identified on the application for Tier 1 or Tier 2 corridors.

Specifically for projects that are proposed to improve, complete, or connect to a segment of a designated Tier 1 or Tier 2 *alignment*, to receive the available points associated with Tier 1 and Tier 2 corridors, the project must accomplish one of the following:

- Improve a segment of an existing Tier 1 (**200 pts**) or Tier 2 (**160 pts**) *alignment* beyond a simple resurfacing of the facility, OR
- Implement a currently non-existing segment of a Tier 1 (**200 pts**) or Tier 2 (**160 pts**) *alignment*, OR
- Connect directly to a specifically designated Tier 1 or Tier 2 *alignment* of the RBTN (**120 pts**).

Guidelines for scoring projects that include both on-RBTN and off-RBTN improvements: Projects proposed that are comprised of segments that are both on and off a RBTN corridor or alignment will be scored based on the proportion of the project that is within and along a RBTN corridor or along a designated RBTN alignment as shown on the RBTN map. Specifically, scores will be assigned as follows:

- Tier 1 projects with 50% or more of the project’s length within and along a Tier 1 corridor or along a Tier 1 alignment will receive the full Tier 1 allotment of **200 points**.
- Tier 2 projects with 50% or more of the project’s length within and along a Tier 2 corridor or along a Tier 2 alignment will receive the full Tier 2 allotment of **160 points**.
- A project with less than 50% of its length within and along a Tier 1 or Tier 2 corridor or along a Tier 1 and Tier 2 alignment will be considered a direct connection and will receive the full allotment of **120 points** for providing a direct connection.
- A project with less than 50% of its length within and along a Tier 1 or Tier 2 corridor or along a Tier 1 or Tier 2 alignment, but with 50% or more of its length within and along a combined Tier 1/Tier 2 corridor or alignment will receive the full allocation of points corresponding to the Tier level with the higher proportion of project length.

2138: Bruce Vento Bridge, City of St. Paul



CITY OF SAINT PAUL
Mayor Christopher B. Coleman

400 City Hall Annex
25 West 4th Street
Saint Paul, Minnesota 55102
www.stpaul.gov/parks

Telephone: 651-266-6400
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Feb. 23, 2015

Ms. Elaine Koutsoukos
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Subject: Formal Appeal of Regional Solicitation Scoring Adjustments for Bruce Vento Bridge Project

Dear Ms. Koutsoukos,

Thank you for the opportunity to review the Regional Solicitation results and the explanation of our ranking adjustment in light of the new scoring guidelines that were revised following submittal of the grants, significantly reducing our project score. We also appreciate the chance to explain our reasoning for requesting revision of our score up to the full 200 points on Criterion #1, and respectfully request your reconsideration through the formal appeal process of that Criterion and 2 others below.

We believe our project warrants the full 200 point score on Criterion #1 since this project's goal is to "improve a segment or implement a non-existing segment of a designated Tier 1 alignment," as shown below in the letter from Mr. Joe Barbeau. Based on his review, it appears there was some confusion about the position of this bridge connection within the trail corridors. When complete, the project will create a direct link between the Samuel H. Morgan Regional Trail and the Bruce Vento Regional Trail. This connection will occur within the boundary of the Bruce Vento Sanctuary and will result in a continuous trail link.

We also believe further consideration of the #2 Usage Criterion is justified. The most recently available Metropolitan Council sponsored visit counts for the Bruce Vento and Sam Morgan Regional Trails, estimate 676,000 annual combined visits. That same survey report shows that about 50% of visits are non-local, so counting only vicinity households may undercount actual potential visits by at least half, possibly much more as this is a regional trail, versus a park. My own parks' experience has shown that when a linking section is installed which connects the end sections of 2 existing trails, usage of all of those sections can increase dramatically. When you add the new Lowertown Ballpark, worker commuters, the farmers market, the many new offices and residential units being completed in that area, as well as new entertainment venues; we believe that usage of this project will be very high when compared with other trails, and should therefore rank very close to the 200 total available points.

Finally, in the #6 Risk Criterion, we will be receiving a letter of support for the Section 4f/6f Negative Declaration statement, and should therefore be credited with the next higher percent of 100%.

Thank you for time, and we look forward to hearing back from you on this very important Direction Connection project, that will create a direct link between the RBTN Tier 1 Sam Morgan Regional Trail Alignment and the Bruce Vento Regional Trail. Please let me know if you have any questions on this appeal.

Sincerely,



Mike Kimble
Management Assistant III
City of Saint Paul Parks and Recreation Department
400 City Hall Annex
25 West 4th Street
Saint Paul, MN 55102
Ph: 651-266-6417

February 13, 2015

Mike Kimble
Management Assistant III
Saint Paul Parks and Recreation
400 City Hall
25 W Fourth Street
Saint Paul, MN 55102

Dear Mr. Kimble:

Thank you for your recent application for Regional Solicitation transportation funds for the Bruce Vento Bridge project. The purpose of this letter is to provide you with background information about a scoring adjustment that was applied for criterion #1, "Role within the Regional System and Economy." Due to a scaling issue with the project on-line mapping application, more specific scoring guidelines were developed to address Regional Bicycle Transportation Network (RBTN) corridors where specific alignments had been identified in the 2040 Transportation Policy Plan (see attached RBTN Vision). Prior to reviewing any of the applications, the additional scoring guidelines for this criterion were reviewed and agreed upon by the Multi-use Trails and Bicycle Facilities Scoring Committee at its December 12, 2014 meeting (see attached). The sub-section titled "Guidelines for scoring projects that that improve RBTN alignments" (in the middle third of the attachment) directly relates to your project. As a result of applying these guidelines, your project was one of a handful that required a scoring reduction from what had been reported via the on-line mapping application.

In order for a project to receive the Tier 1 point allocation (200 points), the project must "improve a segment of an existing Tier 1....alignment beyond a simple resurfacing...." or "implement a currently non-existing segment of a Tier 1.... alignment." In this instance (and as shown in the attached map showing the proposed trail bridge project area relative to the RBTN) the purpose of the proposed trail bridge is to provide a new connection over a transportation barrier (i.e., a railroad corridor) between the Bruce Vento Nature Sanctuary and the designated RBTN Tier 1 alignment along the existing Sam Morgan regional trail (but not to improve the existing Tier 1 alignment). Therefore, the project score was downgraded from 200 points (improve a segment or implement a non-existing segment of a designated Tier 1 alignment) to 120 points (direct connection to an RBTN alignment).

If you have questions or concerns about this adjustment in points awarded under this criterion, you can contact me by e-mail or phone:

joseph.barbeau@metc.state.mn.us
651-602-1705

Multiuse Trails and Bicycle Facilities

2138: Bruce Vento Bridge, City of St. Paul

Project description:

This project will create a bridge to span existing BNSF and CP Railroad tracks to connect the Sam Morgan and Bruce Vento regional trails and the Bruce Vento Nature Sanctuary.

Request:

Applicant requested re-evaluation of the **1: Role in the Regional Transportation System and Economy (200 points)**, **2: Usage (200 points)**, and **6: Risk Assessment (130 points)**.

1: Role in the Regional Transportation System and Economy. Applicant requested a re-evaluation of the score.

Applicant's Response to the Criterion

The response was provided according to the map generated in the online applicant. Scores were revised to reflect the actual approved Regional Bicycle Transportation Network (RBTN) (See scoring guidelines on page 2)

Scoring Methodology and Scorer's Re-evaluation

Difference between Corridors vs. alignments

- On-line mapping tool showed broad corridors where specific alignments had been defined on the Regional Bicycle Transportation Network (RBTN)
- There are RBTN Corridors and designated Alignments:
 - Corridors are broad “bandwidths” a ½ or 1-mile wide where roadway or trail alignments have not been defined.
 - Alignments were specifically defined through the Regional Bicycle System Study (completed in early 2014) as indicated in the Study and on the RBTN map legend.
 - Alignments represent specific roadways or planned or existing off-road trail alignments, but do not represent a specific facility type (i.e., bike lane, wide shoulder, cycle track, etc.).

Re-evaluation:

- Specific RBTN alignments had been designated as the Sam Morgan regional trail and the Bruce Vento regional trail; they are both Tier 1 alignments.
- Proposed project is a bridge spanning Warner Road and major rail corridor and will create a direct link between two Tier 1 alignments via the Bruce Vento Nature Sanctuary.
- Trails through the BVNS are not designated alignments on the Regional Bicycle Transportation Network and the project will not improve the existing Tier 1 alignments themselves; thus this project received the 120 points allotted for providing a direct connection to the RBTN.
- No additional points were given to projects for connecting to more than one RBTN corridor or alignment.

Scoring Committee Chair Opinion (Craig Jenson)

The Chair's recommendation is to accept the changes recommended in the response above and to change all scores accordingly.

Regional Bicycle Transportation Network (RBTN)

Bruce Vento Bridge, St. Paul

RBTN Corridors with Alignments

- Tier 1 Alignment
- Tier 2 Alignment

RBTN Corridors (Alignments Undefined)

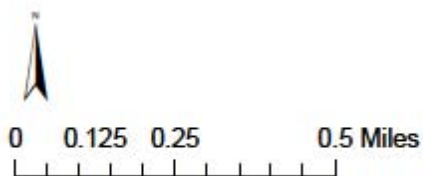
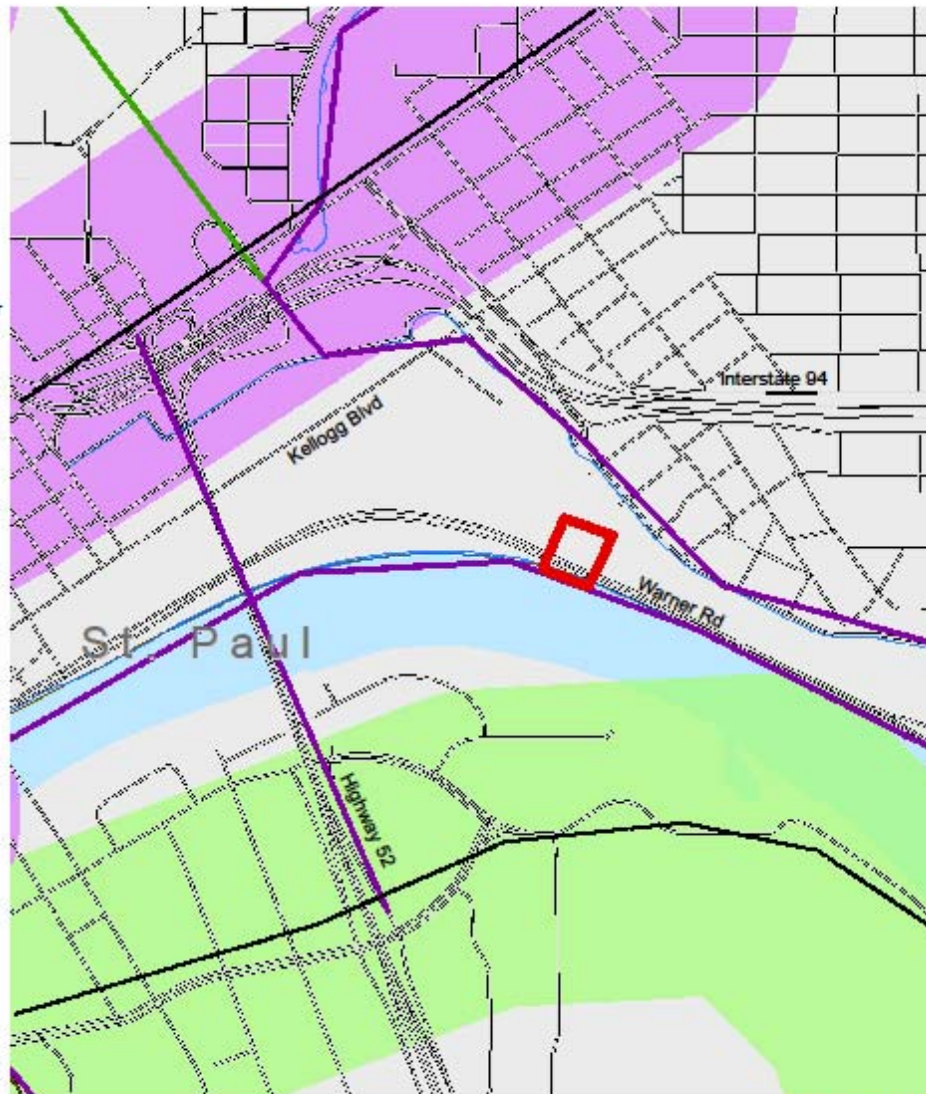
- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridor

Corridor Center Line

Bruce Vento Bridge
(Project ID#: 2138)

Reference Items

- Roads
- Regional Trails (Regional Parks Policy Plan)



February 2015

2: Usage. The criterion quantifies the project’s potential impact to existing population and employment within one mile of the project. The applicant asked for further consideration of the criteria, noting that the measure undercounts by half the potential visits, when counting only vicinity households.

Applicant’s Response to the Measure

Existing population within one mile – 23,213

Existing employment within one mile – 33,950

Cost effectiveness for population - \$430.79

Cost effectiveness for employment - \$294.55

Scoring Methodology

The scorer awarded the most points to the lowest cost per population and lowest cost per employment and pro-rated the points for the other responses. Scores were rated based on the responses provided in the application.

Scoring Committee Chair Opinion

The Chair’s recommendation is to accept the response from the scorer and not change the scores in this measure.

6: Risk Assessment. The applicant stated that they will be receiving a letter of support for the Section 4f/6f Negative Declaration statement, and should therefore be credited with the next higher percent of 100%.

The applicant’s response to the criterion

The applicant responded ‘Yes’ to “Section 4f resources present within the project area, but no known adverse effect”

The scorer’s methodology

The Review of Section 4f/6f Resources was scored as follows:

- No Section 4f/46 resources located in the project area – 100%
- Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received – 100%
- Section 4f resources present within the project area, but no known adverse effect – 80%
- Adverse effects (land conversion) to Section 4f/6f resources likely – 30%
- Unknown impacts to Section 4f/6f resources in the project area – 0%

The scorer assigned 80% based on the application response. Scores can be appealed based on evaluation of the information provided in the submitted application. No additional information may be submitted with an appeal.

Scoring Committee Chair Opinion

The Chair agrees with the scorer’s evaluation and recommends no change to the scoring for this criterion.

2255: North Creek Regional Greenway, Dakota County



Physical Development Division

Steven C. Mielke, Director

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Land Conservation
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February, 26 2015

Elaine Koutsoukos,
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Ms. Koutsoukos,

This letter is to request formal appeal for the Dakota County North Creek Regional Greenway – CSAH 42 Underpass (2255) criterion score. We wish to appeal criterion #1, "Role within the Regional System and Economy". Based on the intent and interpretation of the RBTN, we believe that the North Creek Regional Greenway – CSAH 42 Underpass meets the Tier 1 goals of the RBTN and should be awarded the full 200 points.

We believe that the original score provided by the Metropolitan Council's online mapping tool correctly assigned a score of "200". Our challenge is to the amended score after it was re-scored using methodology established on December 12th, 2014 that lowered the RBTN score by 80 points to 120 points. A primary reason Dakota County submitted the North Creek Regional Greenway – CSAH 42 was due to the initial online mapping tool showing that the project would receive a score of 200 points for its location within Tier 1 corridor. Had the mapping tool not shown the North Creek Greenway as a Tier 1 corridor, we would have contacted Metropolitan Council staff to correct the RBTN designation based on the stated guidelines for RBTN Tier 1 corridors at that time.

We recommend that all of the projects affected by the change in scoring be restored to their original score. Reinterpreting the RBTN score is inconsistent with the original definition of the RBTN map and concepts. The RBTN map was proposed as a guideline to provide local communities with flexibility to develop regional corridors that best meet the top six guidelines identified in the Twin Cities Regional Bicycle System Study. In working with the Metropolitan Council in development of the Twin Cities Regional Bicycle System Study and the corresponding Regional Bicycle Transportation Network (RBTN), it was clear that the RBTN map would serve as a guideline that provides flexibility to local communities to invest in corridors that achieve the overall goals of the regional bicycle network study.

While Dakota County believes that the guidelines used to develop the RBTN map are critical to the overall development of a high quality regional bicycle network, we also believe that the application of the guidelines to the map incorrectly interpreted the non-motorized transportation corridors in much of Dakota County. A number of excerpts from the Twin Cities Regional Bicycle System Study, prepared in 2014, express the intent of the RBTN:

Page 12: Development of Proposed Regional Bicycle Transportation Network

The Regional Bicycle Transportation Network is intended to represent a specified set of bicycle corridors and existing and planned alignments, but not specific facility types. In some cases corridors are identified along a known existing or planned alignment; however, the corridors are intended to be conceptual bands varying in width from a ½-mile in the core cities to 1-mile in the surrounding suburbs and outlying rural areas. They are not intended to reflect specific alignments or facility types as they offer local planners flexibility to determine what will work best from a context-sensitive perspective.

Page 6: Appendix D Proposed Network

The final proposed Regional Bicycle Transportation Network reflects significant changes based on a series of meetings with representatives from cities, counties and MnDOT. The proposed network provides for a regional bicycle transportation system that mainly serves the developed and developing areas of the region. These corridors as presented are not intended to define specific facility alignments, but rather to identify the general corridors for implementation of a regional bicycle network. Corridors generally represent mile-wide bandwidths (1/2 mile in the urban core) where existing or planned facilities may or may not be known and identifiable. In cases where

there is no existing or planned facility within a network corridor, the Met Council will continue to work with local stakeholders to identify appropriate routes and alignments.

The North Creek Regional Greenway travels parallel (1000 feet to the east) of the Tier 1 corridor representing this area (generally following Galaxie Ave in Apple Valley). Given the flexibility provided to local government in the above guidelines, we have determined that the North Creek Regional Greenway is a Tier 1 corridor. The following rationale supports our position, based upon the top six guidelines identified in the Twin Cities Regional Bicycle System Study:

Regional Bicycle Corridors Should....

➤ ***Overcome physical barriers and eliminate critical system gaps (85%)***

The North Creek Regional Greenway overcomes physical barriers by providing an off-road regional trail that is grade-separated at all major roads. Currently the cities and Dakota County have invested in grade separated crossing along the North Creek Regional Greenway at UP Rail in Rambling River Park, CSAH 64, CSAH 46, CSAH 31 (Pilot Knob). Also, Dakota County, Apple Valley and Lakeville are designing grade separated crossing at Eagleview Road, 157th Street and CSAH 38 which are funded and scheduled for construction in 2016 using funding from previous solicitations and Dakota County. These investments in the North Creek Regional Greenway, along with our proposed application for a pedestrian tunnel at CSAH 42, eliminates the major physical barriers to providing a safe non-motorized corridor connecting four communities. In contrast, Galaxie Avenue has at-grade crossings at all major high-speed roads including CSAH 42.

➤ ***Facilitate safe and continuous trips to regional destinations (69%)***

The North Creek Regional Greenway travels 14 miles from Empire Township to the City of Eagan facilitating safe and continuous trips between the regional destinations of White Tail Woods Regional Park, Downtown Farmington, Downtown Apple Valley, Minnesota Zoo and Lebanon Hills Regional Park. Galaxie Avenue travels only between Apple Valley and Eagan.

- *Function as arteries to connect regional destinations and the transit system year-round (62%)*

The North Creek Regional Greenway connects through the Pilot Knob Transit Station and is parallel to the Red Line BRT – 1 mile to the west. Local road trails provide good east west pedestrian connectivity between the North Creek Regional Greenway and the Red Line stations.

- *Accommodate a broad range of cyclist abilities to attract variety of users (62%)*

The North Creek Regional Greenway will accommodate all users from 8 to 80 once grade separated crossings are in place. By providing an off-road grade separated trail commuters will be attracted to the corridor vs. other parallel roads, such as Galaxie Avenue, are interrupted by driveways and roads.

- *Integrate and/or supplement existing and planned infrastructure (54%)*

North Creek Regional Greenway is a regional facility with an adopted plan. The North Creek Regional Greenway connects seamlessly to existing and planned local and regional investments that improve safety and continuity. The corridor connects to local roads, trails, parks and schools, linking people to their homes and work places. Metropolitan Council/TAB, Dakota County and the cities along the greenway have already invested in, and have plans to invest an additional \$17 million in the corridor.

- *Provide improved opportunities to increase the share of trips made by bicycle*

The North Creek Regional Greenway is integrated into neighborhoods providing direct connections to schools (7), parks (12), two Downtowns, and three regional destinations including White Tail Woods Regional Park, Lebanon Hills Regional Park and Minnesota Zoo. As designed, the greenway will entice people to use their bike instead of their cars, in a way that a trail along a roadway does not.

In conclusion we believe that the investment in the North Creek Regional Greenway is the corridor that best represents a Tier 1 priority based on the local context and the guidelines and goals that were developed in the Twin Cities Regional Bicycle System Study. It is clear from the language in the Twin Cities Regional Bicycle System Study and our meetings with Metropolitan Council staff that the RBTN map was not to be literally interpreted, nor would it influence funding. We, as local communities, appreciate the flexibility to refine Tier 1 RBTN corridor designations, and we respectfully request that the North Creek Regional Greenway – CSAH 42 Underpass and other applications impacted by RBTN adjustments, be restored to their original scoring.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steven C. Mielke', with a stylized flourish at the end.

Steven C. Mielke, Director
Physical Development Division

Multiuse Trails and Bicycle Facilities

2255: North Creek Regional Greenway – CSAH 42 Underpass, Dakota County

Project Description

This project is a 0.6 mile trail segment on the North Creek Greenway in Apple Valley. The project includes a user-activated crossing signal, a pedestrian underpass, and signage including wayfinding and interpretative opportunities.

Request

Applicant requested the re-evaluation of **1: Role in the Regional Transportation System and Economy (200 points)**.

1: Role in the Regional Transportation System and Economy. Applicant

Applicant's Response to the Criterion

The response was provided according to the map generated in the online applicant. Scores were revised to reflect the actual approved Regional Bicycle Transportation Network (RBTN) (See scoring guidelines on page 2)

Scoring Methodology and Scorer's Re-evaluation

Difference between Corridors vs. alignments

- On-line mapping tool showed broad corridors where specific alignments had been defined on the Regional Bicycle Transportation Network (RBTN)
- There are RBTN Corridors and designated Alignments:
 - Corridors are broad “bandwidths” a ½ or 1-mile wide where roadway or trail alignments have not been defined.
 - Alignments were specifically defined through the Regional Bicycle System Study (completed in early 2014) as indicated in the Study and on the RBTN map legend.
 - Alignments represent specific roadways or planned or existing off-road trail alignments, but do not represent a specific facility type (i.e., bike lane, wide shoulder, cycle track, etc.).

Re-evaluation







- CSAH 42 is a “defined alignment” on the Regional Bicycle Transportation Network (Tier 2 denoted green).
- A portion of the proposed trail follows this Tier 2 alignment
- According to Scoring Guidelines for this criterion, for projects that include both on-RBTN and off-RBTN improvements, “a project with less than 50% of its lengthalong a Tier 1 or Tier 2 alignment will be considered a direct connection and will receive the full allotment of **120 points** for providing a direct connection.”

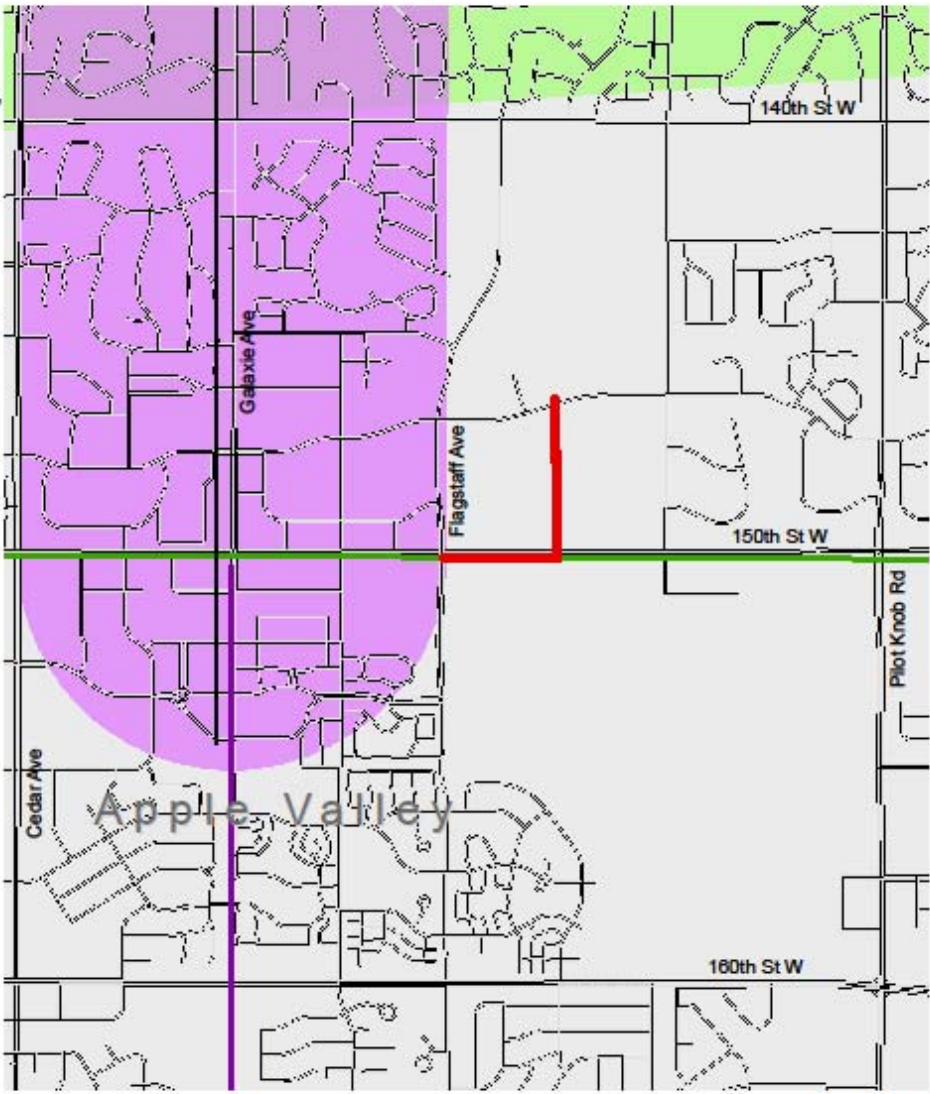
Scoring Committee Chair Opinion (Craig Jenson)

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

Regional Bicycle Transportation Network (RBTN)

North Creek Regional Greenway - CSAH 42 Underpass, Dakota County

- RBTN Corridors with Alignments**
-  Tier 1 Alignment
 -  Tier 2 Alignment
- RBTN Corridors (Alignments Undefined)**
-  Tier 1 Priority Regional Bicycle Transportation Corridor
 -  Tier 2 Regional Bicycle Transportation Corridor
-  Corridor Center Line
-  North Creek Regional Greenway
CSAH 42 Underpass
(Project ID#: 2255)
- Reference Items**
-  Roads



February 2015

2131: River to River Greenway, West St. Paul

February 27, 2015

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Trail & Bicycle Facilities Application - West St. Paul River to River Greenway, Robert St. Overpass & Connections

Dear Ms. Koutsoukos:

The City of West St. Paul formally appeals the scoring of its River to River Greenway Robert Street Overpass application in the Regional Solicitation process. The City notes that the individual criteria scores add up to 763, not 762 as reported in the summary table. The Transportation Advisory Board is requested to specifically re-evaluate the scoring for criteria 1, 4A, 5B, and 5C. The reasons for each requested re-evaluation is provided below.

Criteria 1: Role in the Transportation System & Economy

The City of West St. Paul challenges the determination that the River to River Greenway is not a Tier 1 Regional Bicycle Transportation Network for a number of reasons. The first relates to the scoring adjustment which occurred after the application was submitted. This action resulted in the project being downgraded from a Tier 1 to a Tier 2. The City of West St. Paul used the website and mapping required by the Regional Solicitation process to select the projects that would have the highest potential for funding in this process. It specifically sought projects that would be Tier 1 projects recognizing the importance of that criterion in the Regional Solicitation evaluation. It carefully considered the scoring methodology and the mapping provided to select the best candidates for which to develop applications. A significant scoring adjustment such as this after the fact does not seem fair to the investment in time and resources made by the City of West St. Paul.

There also are inconsistencies in the Regional Solicitation Process relative to the Twin Cities Regional Bicycle System Study that are specifically affecting the evaluation of this project. According to page 12 of the Regional Bicycle System Study,

“The Regional Bicycle Transportation Network is intended to represent a specified set of bicycle corridors and existing and planned alignments, but not specific facility types. In some cases corridors are identified along a known existing or planned alignment; however, the corridors are intended to be conceptual bands varying in width from a ½ mile in the core cities to 1-mile in the surrounding suburbs and outlying rural areas. They are not intended to reflect specific alignments

or facility types as they offer local planners flexibility to determine what will work best from a context sensitive perspective”

In the City of West St. Paul, the Regional Bicycle System Study shows an east-west Tier 1 corridor located along Mendota Road. Applying the section referenced above, there is a need for some type of east-west corridor within approximately 1 mile of Mendota Road. The River to River Regional Greenway has been that east-west corridor for more than 20 years and has been identified in more than 10 local and regional plans as the east-west corridor through West St. Paul, South St. Paul, Mendota Heights, and Lilydale. This includes the City’s own Pedestrian and Bicycle Master Plan. The City of West St. Paul maintains that the River to River Greenway – and most specifically, that Wentworth Avenue in this location – should be that Tier 1 corridor instead of Mendota Road as has been identified in the Regional Solicitation.

After the extensive planning efforts, the River to River Greenway route was determined to be the most appropriate in this area given the developed context of these communities. The route addresses multiple guiding principles identified on pages 28 and 29 of the Regional Bicycle System Study, including:

- “Overcome physical barriers and eliminate critical system gaps” – the River to River Greenway is the appropriate Tier 1 alignment as it already has five grade separated crossings, including three at the major barriers of Interstate 35E, Highway 52, and Highway 56.
- “Facilitate safe and continuous trips to regional destinations in urban, suburban, and rural areas” and “Connect to local, state, and national bikeway networks”– the River to River Regional Greenway facilitates regional transportation as it connects to three regional trails -the Big Rivers Regional Trail, the Mississippi River Regional Trail (regional/national), and the Mendota-Lebanon Hills Regional Trail.
- “Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users” – the River to River Greenway is designed for people of all ages. A new route along Mendota Road will be limited to being on the shoulder and involve at-grade crossings due to the current road configurations. This condition would seem to limit its use to experienced cyclists.

Criteria 4A Critical Links

As shown in the table below, there are inconsistencies between the Scoring Guidelines that were used by West St. Paul in developing its application, and the Scoring Methodology that was used in its evaluation:

Scoring Guidelines	Scoring Methodology
The applicant will receive the full points shown for each of the critical links identified below if the supporting response demonstrates the project’s ability to fully complete the link.	Awarded points equally based on the quality/importance of termini 1, the quality/importance of termini 2, and the importance of the gap satisfied. Projects that connected two arterial facilities scored better than projects with more localized end points. The importance of the gap was somewhat more subjective based on the proximity to other nearby facilities, the length of gap closed, and the likely capture area of the travelshed served by the project. In the

<ul style="list-style-type: none"> • Closes a gap: 45 points • Provides a facility that crosses or circumvents a physical barrier: 45 points • Improves continuity and/or connections between jurisdictions: 10 points 	<p>barriers subset (45 points), Awarded points equally based on the size of barrier overcome, the quality/directness of the solution proposed, and the distance to the nearest crossing. The jurisdictional points (10 points) were awarded based on how well the project improves physical connections between communities (cities, counties, townships). The level of commitment from agencies to work together to get the project done was a factor in addition to consistency of proposed design treatment. <i>Awarded 138 points to the top project; increased each project by 12 points so top project could score 150. (Note that this does not seem to relate to this criterion as the criteria cap is 100 points).</i></p>
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Given that the River to River Greenway Robert Street Overpass application addresses all three critical links, the scoring guidelines indicate that it should have received the “full points” rather than a score of 59 out of 100. A review of other scores shows that projects received a score higher than 45 points even though they only selected one of the three potential critical links. According to the Scoring Guidelines a score higher than 45 points should not be possible unless an application addresses more than one critical link.

There are also inconsistencies in the scores awarded for projects that are similar to the River to River Greenway Robert Street Overpass application. The Gateway State Trail – Hadley Avenue Tunnel received a score of 87 points and the CSAH 9/Gateway State Trail Tunnel was awarded 83 points. At 59 points, the Robert Street Overpass received a significantly lower score even though the project provides a safer means across a 5-lane roadway with existing ADT of 25,000 vehicles in a highly developed area. In contrast, the Hadley Avenue Tunnel provides a safe means across a 4-lane roadway with an ADT of 7,800 and the CSAH 9 Tunnel provides a safe means across a 2-lane roadway with an ADT of 4,100.

Criteria 5B Pedestrian Connections

As identified in the title, the focus of criteria 5B is on the level of pedestrian connections the project makes. The project is intended to provide a direct connection to a high-pedestrian traffic area and weight is given to whether it is an existing or planned project. The Robert Street Overpass application received the same score of 30 as both the Gateway State Trail-Hadley Avenue Tunnel and the CSAH 9/Gateway State Trail Tunnel. Given the significant differences in the character of the Robert Street area to either of these locations, the City of West St. Paul requests a re-evaluation of this score.

Robert Street is an urban corridor with a mix of residential, employment, civic, and commercial uses that are easily reachable by pedestrians using the overpass. Robert Street also has more than 1.8 million in transit ridership today and will have the potential to increase ridership through the planned Robert Street BRT. In contrast, the Hadley Avenue Tunnel is located in a suburban setting and the CSAH 9 Tunnel is in a rural setting with a school, one business, and a handful of residential homes within a quarter of a mile. Neither project has any existing or planned transit ridership. Given the higher level of pedestrian connections benefiting from the Robert Street Overpass, the City of West St. Paul believes its application should have received a higher score.

Criteria 5C Multimodal Facilities

The construction of an overpass of Robert Street will provide benefit to all modes of travel. With 30 points, however, the project scored less than similar projects. The Gateway State Trail-Hadley Avenue Tunnel, for example, received 35 points. Both projects improve safety for pedestrians, bicyclists, and motorists by separating bicyclists and pedestrians from automobiles. The Robert Street Overpass also provides specific benefits for transit as the alignment was selected so that there was sufficient right-of-way for a transit stop to be located immediately under the overpass. The proximity of the overpass and the transit stop will be a direct benefit to all pedestrians and bicyclists who live on the west side of Robert Street.

The City of West St. Paul appreciates the opportunity provided by the TAB to have its score reviewed to ensure that individual scores are as fair and accurate as possible. A representative from the City will be in attendance at the meeting on March 19th and would welcome the opportunity to speak on behalf of this application.

If you have any questions before that time, please do not hesitate to get into contact with me. I can be reached at 651-552-4134 or by e-mail at bboike@wspmn.gov.

Sincerely,

CITY OF WEST ST. PAUL



Ben Boike
Assistant Community Development Director/City Planner

C: Matt Saam, City Engineer/Public Works & Parks Director

Y:\Projects\Robert St Ped Bridge\2014 Federal Grant App\Met Council appeal let.docx

Multiuse Trails and Bicycle Facilities

2131: River to River Greenway, Robert St. Overpass & Connections, West St. Paul

Project Description

This project is the construction of a Robert Street Overpass of the River to River Regional Greenway. A key component of the improvement project is the construction of the Robert Street Bridge to support pedestrians, bicyclists, and transit in the corridor. In addition to roadway and sidewalk improvements, the project will include landscaping and streetscape elements to improve the corridors character.

Request

Applicant requested the re-evaluation of **1: Role in the Regional Transportation System and Economy (200 points), 4A: Critical Links (100 points), 5B: Pedestrian Connections (50 points), and 5C: Multimodal Facilities (50 points)**

1: Role in the Regional Transportation System and Economy. Applicant

Applicant's Response to the Criterion

The response was provided according to the map generated in the online applicant. Scores were revised to reflect the actual approved Regional Bicycle Transportation Network (RBTN) (See scoring guidelines on page 2)

Scoring Methodology and Scorer's Re-evaluation

Difference between Corridors vs. alignments

- On-line mapping tool showed broad corridors where specific alignments had been defined on the Regional Bicycle Transportation Network (RBTN)
- There are RBTN Corridors and designated Alignments:
 - Corridors are broad “bandwidths” a ½ or 1-mile wide where roadway or trail alignments have not been defined.
 - Alignments were specifically defined through the Regional Bicycle System Study (completed in early 2014) as indicated in the Study and on the RBTN map legend.
 - Alignments represent specific roadways or planned or existing off-road trail alignments, but do not represent a specific facility type (i.e., bike lane, wide shoulder, cycle track, etc.).

Re-evaluation:

- Proposed overpass project is within a RBTN Tier 1 corridor; however, it runs perpendicular to the north-south orientation of the corridor.
- Overpass aligns with the east-west orientation of the designated Tier 2 (green) RBTN alignment
- Therefore, the project was scored as a Tier 2 alignment and was allotted 160 points.

Scoring Committee Chair Opinion (Craig Jenson)

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

4A: Critical Links. Applicant indicated that there were inconsistencies between the Scoring Guidelines that were used by West St. Paul in developing its applications and the scoring Methodology Used in its evaluation:

Applicant's Response to the Criterion:

The project provides a Critical Bicycle Transportation Link by closing the most significant gap on the River to River Greenway, an eight-mile corridor extending from South St. Paul through West St. Paul and Mendota Heights to Lilydale. In addition to connecting users to commercial, employment, and recreational destinations, the Greenway makes important regional transportation connections by linking the 26-mile Mississippi River Regional Trail to the 4.5 mile Big Rivers Regional Trail. The Metropolitan Council projects the River to River Greenway will have 34,000 users once it is completed. This project also addresses the barrier that circumventing Robert Street poses for regional and local non-motorized transportation. Robert St is a four-lane roadway with an ADT of 25,000 (2010) and posted speed limit of 35 mph. There are no other grade separated crossings between St. Paul to Highway 110. The federally funded Robert Street Improvement Project identified the bridge as a critical component that supports the functionality of the entire corridor and enhance its relationship to the surrounding neighborhood. In addition, with the bridge, users will be able to cross Robert Street without the hassle, delay, and potential safety issues of an at-grade crossing. The bridge design selected has a gradual slope without landings so it can work easily for both pedestrians and bicyclists.

Scoring Methodology and Scorer's Re-evaluation

The scorer did not award full points to a question if the applicant simply checked the box (otherwise this question would not have required a reviewer). The scorer awarded points (up to 45 points in each category plus up to 10 pts for jurisdictional connections) on how well they made their argument relative to the gap or barrier that was improved. By default, everyone answered both the gap and the barrier question because each applicant was required to show the nearby barriers (highways, rivers, railroad, etc.) relative to the project alignment in the mapping exercise. In addition, all applicants presented maps showing facility connections, which show how gaps are closed with their project. The quality of the response and how well the argument was made resulted in the spread of scores. The scorer did take into account with the scoring that certain projects are more gap oriented and others are more barrier oriented, however did not want to penalize a project for only checking one box and not getting credit for providing information in the response portion of the question that related to the other two check boxes.

The primary reason why the West St. Paul application did not score as high as other projects is the fact that they have an existing signalized crossing at Robert Street/Wentworth. The scorer saw the bridge at Crawford Drive as redundant and out of the way for users (it was not a convenient alternative in the scorer's opinion). The scorer measured the distance between the proposed bridge at Crawford to be about 800 feet up and back from the Robert Street/Wentworth intersection. Many of the competing projects may have crossings of lower volumes streets than Robert Street, however they lack control or mitigate a confusing situation. Below are several comparisons that were used to make the case:

- 1) The Gateway trail crossing (#2090) at Jamaica has lower roadway volumes, but much higher speeds at an uncontrolled location. Given the proximity to numerous schools, that project mitigates a higher crash risk. By the way, the scorer is fine with reducing the score for project 2090, but it should get the full 45 points for barrier reduction for that because the road it crosses is a high speed uncontrolled crossing with a lot of trail users. It should also get another 10 points for agency coordination given that the improvements will significantly help mobility outside of jurisdictional limits. Given the proximity to so many schools that project mitigates a significant barrier for users, especially for kids. After re-reading the application, this project is clearly just a barrier project and does not include gap elements. The gap connections cited in the text are not part of the scope of this project as I originally interpreted.
- 2) The Gateway trail crossing (#2115) at Hadley has lower roadway volumes as well, but here we have lane transitions and peak hour stacking that blocks the existing trail crossing. Given the

proximity to the Highway 36 crossing, driver sightlines are focused on that intersection and not the trail crossing (there is heavy vegetation on both sides of the road). Streetview clearly shows the stacking and poor sightlines. Furthermore, the application mentions a documented serious bicycle/auto crash at this location. Here points were given in the gap category too because of the perpendicular trail connections the MnDOT interchange project makes. In the project description, it states that the Gateway Trail grade separation project at Hadley is tied to the MnDOT interchange project, stating that “it was determined that the alternatives presented could not move forward without the interchange redevelopment occurring as well.” The MnDOT project adds a perpendicular trail to the Gateway Trail on the eastern side of Hadley and provides a much safer non-motorized crossing of TH36. The new perpendicular trail on the east side makes it possible to bike to a movie theatre and a major retailer from the Gateway Trail.

Scoring Committee Chair Opinion

The Chair’s recommendation is to accept the response from the scorer and not change the applicant’s score for this measure.

5B: Pedestrian Connections. Applicant

Applicant’s Response to the Criterion

Existing pedestrian facilities are limited within the project area. Robert St has sidewalks and there is the existing 8-mile River to River Greenway along Wentworth Avenue. The City has been planning for significant investment and redevelopment in this area since 2001 when it adopted the Robert Street Renaissance plan to guide the transformation of this existing automobile-oriented district into a sustainable, mixed-use district that supports all modes of transportation. The federally funded Robert Street project currently underway focuses on improving the functionality, safety, and aesthetics of the corridor. Improvements over the next few years will include landscaping, sidewalks, and boulevard work and will be guided by the corridors Pedestrian Connectivity Study and Grade Separated Trail Crossing Feasibility Study. This includes addressing existing sidewalk gaps along Wentworth and Thompson Avenues and securing funding to construct the Robert Street overpass, a high priority project. The Robert Street bridge is also a high priority for the River to River Regional Greenway as it is the major gap in the 8-mile corridor and the corridor is projected by the Metropolitan Council to have 34,000 users once it is completed. For efficiency, the City would like to plan for and construct the Robert Street overpass in concert with its other Robert Street improvements.

Scoring Methodology and Scorer’s Re-evaluation

30-40	Project does one or more of the following: <ul style="list-style-type: none"> • Provides direct connections or improvements to planned areas of high pedestrian or transit activity (i.e. future transit hub, planned mixed use center or major employment hub) • Provides indirect connections along a highly used bikeway to significant destinations, employment centers, transit centers (i.e. improvement is along a bikeway but not within close proximity to major center/pedestrian area) • Provides connection to multiple community destinations that are pedestrian and transit accessible
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- The two Gateway Trail applications received 30 points in section 5B because each project “Provides indirect connections along a highly used bikeway to significant destinations, employment centers, transit centers (i.e. improvement is along a bikeway but not within close proximity to major center/pedestrian area)”. Though the context of each immediate project is suburban (Hadley project) or rural (CSAH 9 crossing), the 30 point score recognizes that there are

very significant pedestrian destinations along the Gateway Trail, including St. Paul, Stillwater, and many communities in-between. Though these destinations are some distance away from the immediate crossing improvements, the extremely high use of this trail was taken into consideration in determining that people would likely use the improved trail to access pedestrian centers, employment, and transit along the corridor.

- The West St. Paul application was given 30 points because it “*Provides connection to multiple community destinations that are pedestrian and transit accessible*”. The score here recognizes that the project connects people to local businesses, transit routes, and local destinations along the Robert Street commercial corridor, but those destinations may not drive high levels of pedestrian and bicycle activity when compared to areas with high concentrations of employment and transit. Projects in Bloomington and Fridley were given the same 30 point score for this reason. Projects that scored higher in this category demonstrated connections to areas of significant pedestrian and transit activity.

Scoring Committee Chair Opinion

The Chair’s recommendation is to accept the response from the scorer and not change the applicant’s score for this measure.

5C: Multimodal Facilities. Applicant

Applicant’s Response to the Criterion

The currently automobile-oriented design of Robert Street poses a challenge to pedestrians and users of transit. While Robert Street has sidewalks, there are many driveways that pedestrians must cross. In addition, sidewalk connections are incomplete in the surrounding neighborhoods. The federally funded Robert Street project seeks to transform the Robert Street into a corridor that supports all modes of transportation. Given limited right-of-way, Robert Street itself will be focused on serving pedestrians and motorists. Bicyclists are intended to be accommodated on nearby parallel streets. The construction of an overpass of Robert Street will enable the successful integration of all modes of transportation within the area. The bridge is being carefully designed with gradual slopes so it can accommodate both pedestrians and bicyclists. Greenway amenities, including benches, lighting, and signage are included as part of this project to improve the overall user experience. The location proposed for the overpass was selected as it directly connects to the 8-mile River to River Regional Greenway and is near the proposed mixed-use, pedestrian-oriented redevelopment area intended to be the Citys town center. In addition, the selected alignment has sufficient right-of- way to accommodate a transit stop immediately under the overpass.

Scoring Methodology and Scorer’s Re-evaluation

5C	Multimodal Facilities	<p>40-50: The project fully integrates needs of other modes to benefit multiple user groups.</p> <p>30-39: The project incorporates benefits to one or more modes of travel that will significantly improve other modal users in terms of safety, accessibility, comfort, or convenience (i.e. grade separation, addressing other significant barriers)</p> <p>20-29: The project incorporates basic benefits for other modes (i.e. standard ADA improvements at intersections, moderate crossing improvements, gap filling).</p> <p>10-19: The project provides minimal or indirect benefits to other travel modes.</p> <p>0-9: The project provides little or no benefit to other travel modes.</p>
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The Robert Street project scored the same as most grade separated pedestrian and bicycle crossings (30 points) recognizing that grade separation is a significant improvement to safety and comfort for pedestrian and bicycle users and can limit delays to other modes such as transit and automobiles that are using the roadway that is being crossed. The Gateway Trail crossing of Hadley was given a higher score (35)

because the circumstances of that particular grade separation stood out as having a higher level of benefit to relevant modes when compared to other grade separations:

- The Gateway Trail is a significantly used state trail that was identified in the application as the most highly used state trail with many pedestrians and bicyclists using the existing at-grade crossing of Hadley
- Hadley is a high speed multi-lane roadway that is difficult for pedestrians and bicyclists to cross safely, especially at an unsignalized location.
- The number of trail users plus the number of vehicles increases exposure to crashes, which increases the potential benefits (safety, comfort, convenience) that a grade separation can facilitate.
- The alignment of the Gateway Trail does not provide other alternatives for trail users to cross Hadley safely (i.e. at a signalized intersection)
- Vehicles using Hadley can have significant delay waiting for pedestrians and bicycles to cross given the number of users on the trail. This can create problems and backups near the intersection of TH 36 and Hadley (which is very close).



Scoring Committee Chair Opinion

The Chair's recommendation is to accept the response from the scorer and not change the applicant's score for this measure.




Regional Bicycle Transportation Network (RBTN)


Robert Street Overpass, West St. Paul

RBTN Corridors with Alignments

-  Tier 1 Alignment
-  Tier 2 Alignment

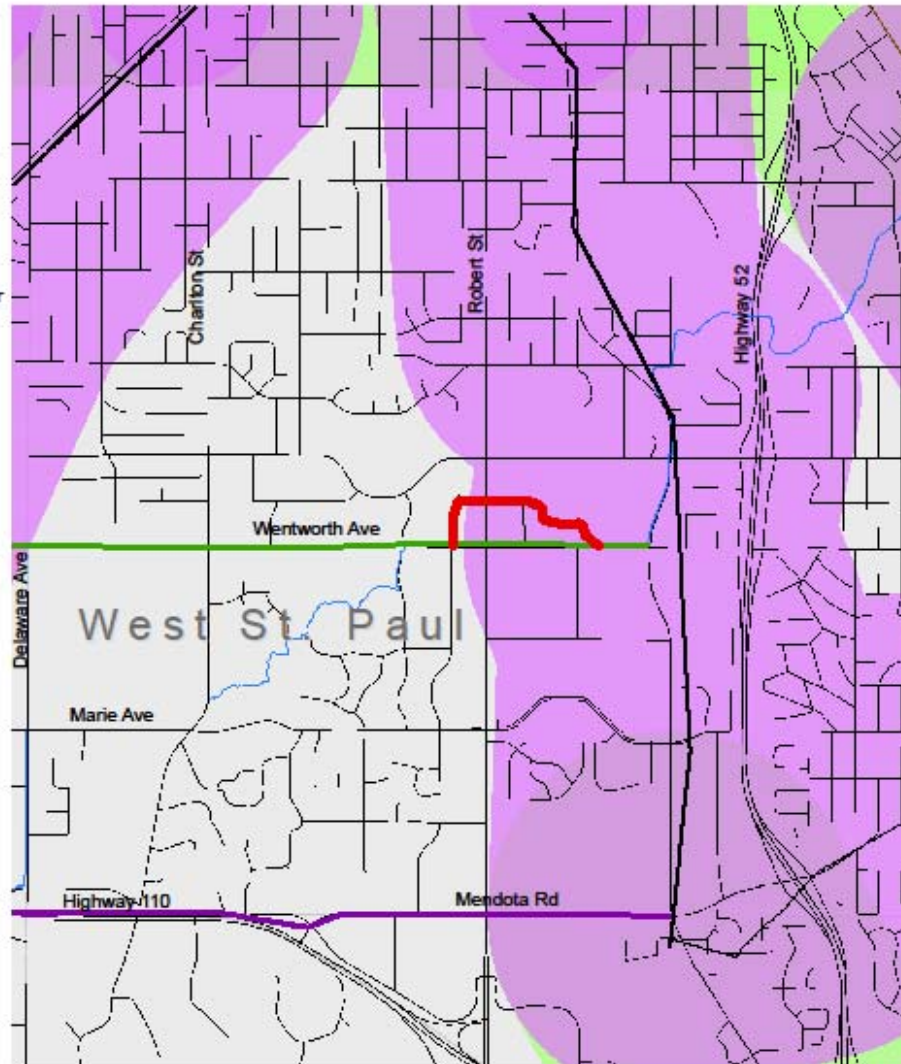
RBTN Corridors (Alignments Undefined)

-  Tier 1 Priority Regional Bicycle Transportation Corridor
-  Tier 2 Regional Bicycle Transportation Corridor
-  Corridor Center Line

-  Robert St Overpass (Project ID#: 2131)

Reference Items

-  Roads
-  Regional Trails (Regional Parks Policy Plan)



February 2015

Pedestrian Facilities

2132: Oakdale and Marie Streetscaping, West St. Paul



February 27, 2015

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Pedestrian Facilities Application - West St. Paul Oakdale and Marie

Dear Ms. Koutsoukos:

The City of West St. Paul formally appeals the scoring of its Oakdale and Marie Bicycle and Pedestrian Improvements application in the Regional Solicitation process. The Transportation Advisory Board is requested to specifically re-evaluate the scoring for criteria 5B and 5C. The reasons for each requested re-evaluation is provided below.

Criteria 5B: Bikeway Connections

A re-evaluation of Criteria 5B is requested as the Oakdale and Marie Bicycle and Pedestrian Improvement application's score of 45 was substantially lower than the 60 points awarded to a similar project submitted by Dakota County for CSAH 14. The projects are similar in this category as both provide direct connections to existing regional trails. The CSAH 14 project also provides a direct connection to Marie Avenue, a locally designated east-west bicycle route. The Oakdale and Marie project does not provide a similar connection, however, because the project involves the bicycle route itself. In this case, as it says in the application, Oakdale has been identified by local, county, and regional planners as a primary north-south bicycle route.

Criteria 5C: Multimodal Facilities

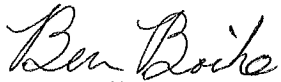
The Oakdale and Marie Bicycle and Pedestrian Improvement project provides significant, quality improvements to all modes of transportation, yet the score awarded of 35 points would seem to indicate that the improvements are minimal. As stated in the application, there are currently no non-motorized transportation facilities on either road. The trail, streetscape enhancements, and on-road bicycle lane will not only improve the facility for bicycles, but will support increased use of transit as current transit users have no off-road facilities to reach their transit stops on either Oakdale or Marie.

The City of West St. Paul appreciates the opportunity provided by the TAB to have its score reviewed to ensure that individual scores are as fair and accurate as possible. A representative from the City will be in attendance at the meeting on March 19th and would welcome the opportunity to speak on behalf of this application.

If you have any questions before that time, please do not hesitate to get into contact with me. I can be reached at 651-552-4134 or by e-mail at bboike@wspmnn.gov.

Sincerely,

CITY OF WEST ST. PAUL



Ben Boike

Assistant Community Development Director/City Planner

C: Matt Saam, City Engineer/Public Works & Parks Director

Y:\Sidewalk & Trail Plan\Oakdale & Marie Study\2014 Federal Grant App\Met Council appeal let.docx

Pedestrian Facilities

2132: Oakdale and Marie Streetscaping, West St. Paul

Project Description

The project will address the lack of off-street non-motorized facilities. The project will include streetscaping elements, such as pedestrian-scale lighting, benches, vegetation, and high-visibility crossings to provide safety and a pleasant user experience on nearly one mile on Oakdale Avenue from Mendota Road to Wentworth Avenue and 0.55 miles on Marie Avenue between Oakdale Avenue and Robert Street.

Request

Applicant requested the re-evaluation of **5B: Bikeway Connections (75 points) and 5C: Multimodal Facilities (75 points)**

5B: Bikeway Connections. Applicant requested re-evaluation of this measure because their score of 45 points was substantially lower than the 60 points awarded to a similar project submitted CSAH 14. As stated in the appeal letter, CSAH 14 provides a direct connection to Marie Avenue, while the Oakdale and Marie does not have a similar connection because the project involves the bicycle route itself.

Applicant's Response to the Criterion

The project will provide a direct connection to the River to River Greenway, an 8 mile regional trail connecting West St. Paul to South St. Paul, Lilydale, and Mendota Heights. Users will be able to use the River to River Greenway to safely and easily reach a number of community destinations, including Wentworth Library, West St. Paul City Hall, Henry Sibley High School, Dodge Nature Center, Thompson County Park, the Mississippi River Regional Trail, and local community parks. The Oakdale Avenue component of this project is also important for bicycling as Oakdale Avenue has been identified by local, county, and regional planners as a primary north-south route for bicycling through West St. Paul since Robert Street does not have sufficient right-of-way to accommodate bicycles. There are few stop signs/traffic signals so users can ride from northern Dakota County to Cesar Chavez Street in St. Paul and only encounter 7 stop signs/traffic signals along the 3.3 mile route. This project is in a designated Tier 1 Bicycle Transport Corridor, making this project's connections to the local and regional non-motorized transportation system all the more crucial.

Scoring Methodology and Scorer's Re-evaluation

Identify modes present in study area. Evaluate quality of project based on modes that are present in study area.

Multimodal Connections (Transit and bike) (75 Points)

- 75 - Significant connections based on direct response in application
- 55 - Substantial connections based on direct response in application
- 35 - Likely connections based on direct response in application
- 15 - Likely connections but no direct response in application
- 0 - Connections not likely

The scorer re-evaluated the response to the measure and noted that this measure looks at the connections of the project, while measure 5C considers the components of the project itself. As stated in the appeal letter, this project does not have the same connections. The applicant did not include a project scope and was scored based on likely connections for pedestrian connections and substantial connections for transit connection, a score of 45 points (between 35 and 55).

Scoring Committee Chair Opinion (Michelle Beaulieu)

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

5C: Multimodal Facilities. Applicant requested a re-evaluation of this measure as the project provides significant, quality improvements to all modes of transportation, yet the score awarded of 35 points would seem to indicate that the improvements are minimal.

Applicant's Response to the Criterion:

Currently neither Oakdale nor Marie provides any non-motorized transportation facilities. As shown in the included proposed cross-sections prepared as part of a feasibility study currently underway, the project will include a trail as well as an on-road bicycle lane. In addition, facilities that will be constructed as part of this project to improve safety, security, and the experience for all modes of transportation include benches, street trees, pedestrian-scale lighting, and additional crosswalks. Improvements to both Marie and Oakdale Avenues were identified as a priority in the City's Pedestrian and Bicycle Master Plan as they are critical connector routes within the community in an area severely lacking off-street facilities. The proposed streetscape enhancements along Marie Avenue will complement the federally funded Robert Street Improvement Project that is currently underway. STP funding is being used to remake Robert Street into a pedestrian-friendly environment, and eventually it is slated to become a BRT Arterial. The proposed streetscape enhancements will help support increased transit usage at Marie and Oakdale's numerous existing transit stops (two of which have no off-road trails available), making it easier and safer for transit users to reach and wait for their buses.

Scoring Methodology and Scorer's Re-evaluation

Identify modes present in study area. Evaluate quality of project based on modes that are present in study area.

Multimodal Facility Improvements (Transit & bike) & Integration (75 pts)

- 75 - Significant improvements based on direct response in application
- 55 - Substantial improvements based on direct response in application
- 35 - Likely improvements based on direct response in application
- 15 - Likely improvements but no direct response in application
- 0 - Improvements not likely

The scorer re-evaluated the response to the measure and responded that the response received a lower score because there was no project scope included in the application. The application does not include specifics for the location and extent of the proposed improvements and states, "The City has nearly completed a feasibility study for this project that will provide specific details about the location and extent of the proposed improvements needed along Marie and Oakdale Avenues." (p.1-2 of application). The response was given a score of 35 points on likely improvements based on the response.

Scoring Committee Chair Opinion

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

Safe Routes to Schools

2301: Safe Routes to School Infrastructure Project, Forest Lake

From: [Aaron Parrish](#)
To: [Koutsoukos, Elaine](#)
Cc: [Ryan Goodman \(ryango@bolton-menk.com\)](mailto:ryango@bolton-menk.com)
Subject: Score Reevaluation Request for the City of Forest Lake's SRTS Application
Date: Tuesday, February 24, 2015 4:27:25 PM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)

Dear Ms. Koutsoukos,

Thank you for the opportunity to challenge scoring on the funding applications. For the most part we understand and accept the scoring on our project but there is one low score that we do not agree with. The City would like to request a reevaluation of the score on criteria 2A – Average share of student population that currently bikes or walks to school. Based on the low score, we feel we are being penalized for the existing conditions and policies in place to maximize our student's safety rather than looking forward to the many benefits, including adjustments to policies, this project will provide.

Our existing biking and walking is low due to school policy that prohibits students to bike/walk to and from school without parental permission. This information on our school policy is stated in our response for criteria 4A – Gaps, Barriers and Continuity/Connections; "Although State requirements provide minimum busing distances for elementary and secondary education students, 100% of students in our schools qualify for busing based on the school board discretion of hazardous road crossings and lack of non-motorized connections. Walking and biking to school is currently only allowed with parental permission."

Once this project is completed, biking and walking will be encouraged and promoted. We expect a drastic increase in the amount of biking and walking upon project completion. We feel these benefits should carry more weight than the existing conditions we are trying to improve. We appreciate the Transportation Advisory Board's time and effort in reviewing our application.



Aaron Parrish, City Administrator
City of Forest Lake
1408 Lake Street South
Forest Lake, MN 55025
Ph: 651-209-9750
Fax: 651-464-4968
www.ci.forest-lake.mn.us



The City of Forest Lake's mission is dedicated to providing friendly and efficient city services that

Safe Routes to Schools

2301: Safe Routes to School Infrastructure Project, Forest Lake

Project Description

The primary focus of the proposed project is to fill gaps in our existing pedestrian network that surrounds Forest Lake Elementary (4-6), Forest View Elementary (K-3), Forest Lake Area Learning Center (6-12), Southwest Jr. High School (7-9), and North Lakes Academy High School (5-12).

Request

Applicant requested the re-evaluation of **2A: Average Share of student population that currently bikes and walks to school (120 points)**

2A: Average Share of student population that currently bikes and walks to school. Applicant asked for a re-evaluation of the score. Based on the low score, they feel they are being penalized for the existing conditions and policies in place to maximize our student's safety rather than looking forward to the many benefits, including adjustments to policies, this project will provide.

Applicant's Response to the Measure

The applicant's response was 3.0 percent.

Scoring Methodology and Scorer's Re-evaluation

The project with the best raw score receives the full allotment of points (120 points). Each of the remaining projects then received a percentage of the total points based on their performance relative to the highest scoring project.

Measure 2A is rating existing usage. Future usage potential is measured in Measure 2B. Both measures are included in the application, in order to not penalize a project. Forest Lake received the highest score for potential users (2B) and the gaps and barriers measure (4A).

Scoring Committee Chair Opinion (Michelle Beaulieu)

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

Transit Expansion

2242: Beltline LRT Station Park & Ride Structure, St. Louis Park

February 25, 2015

Elaine Koutsoukos
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: Request for Re-evaluation of Criterion Score for Regional Solicitation Application
City of St. Louis Park
Beltline LRT Station Park & Ride Structure

Dear Ms. Koutsoukos:

I am writing to request a re-evaluation of the following criterion scores for the City of St. Louis Park's Regional Solicitation Application for the Beltline LRT Station Park & Ride Structure:

- For Criteria 1C, Role in the Regional Transportation System & Economy – “Transit Connectivity,” I would like to request that you consider the entire Green Line as a transitway connection which was not included in the scoring as a “planned transitway directly connecting to the project.” The proposed park & ride facility is part of the Metro Green Line Extension which was considered under this criterion. However, this proposed transitway will be part of an integrated system of transitways. The Green Line Extension trains will directly connect to the METRO Green Line, providing a one-seat ride from Eden Prairie to St. Paul and vice versa. Therefore, I would request that the ridership for the Green Line also be included in our “Planned Transitway Ridership” score.
- On measure 3A, Equity and Housing – “Socio-Econ,” I believe that some information was not factored into the scoring. During the application period I was told to include only the 17 Green Line Extension transit stops for the “Socio-Econ” map. However, the Green Line Extension has a direct connection with the Green Line, providing a one seat ride for passengers from Eden Prairie to St. Paul and vice versa. This line travels directly through several “Racially Concentrated Areas of Poverty” and provides significant and new access to jobs, training, schools, and education. When the FTA evaluates a transit project they look at the total employment served which includes employment along the entire line on which a no-transfer ride from the proposed project's stations can be reached. Therefore, I respectfully request that this criterion be reconsidered to include the entire Green Line and be considered as a project that directly connects to Racially Concentrated Areas of Poverty.

Thank you for your consideration.

Sincerely,



Julie Grove
Planning and Economic Development Assistant

Transit Expansion

2242: Beltline LRT Station Park & Ride Structure, St. Louis Park

Project Description

The construction of a 541 space park-and-ride structure at the new Beltline Station, part of the Southwest LRT (METRO Green Line Extension) project. Currently the Southwest LRT Project includes a 541 space surface park-and-ride on a 7 acre site, of which approximately 3 acres are owned by the city.

Request

Applicant requested the re-evaluation of **1C: Role in the Regional Transportation System & Economy – Transit Connectivity (34 points)** and **3A: Equity and Housing – Socio-Economic (130 points)**

1C: Role in the Regional Transportation System & Economy – Transit Connectivity. Applicant asked that the entire Green Line be considered as a transitway connection.

Applicant's Response to the Criterion

The applicant selected the Green Line Extension as a planned transitway connection. Metropolitan Council staff provided the annual ridership amount of 10,944,000. This amount is the projected ridership in the Green Line ridership projections.

Scoring Methodology and Scorer's Re-evaluation

The existing route ridership increment was determined by dividing the maximum score by the number of applications ($24/12=2$). The planned transitway route ridership increment was determined by dividing the maximum score by the number of applications ($10/12=0.83$). The final scores were determined by subtracting the increment from the score above.

Measure 1B looked at existing ridership and measure 1C looked at planned transitway ridership, which was based on the ridership projections in the adopted plans. All applicants were given the same ridership amounts for the planned transitways. Including existing ridership in the planned transitway ridership would increase the numbers for all the applications. With the scores pro-rated, the resulting score would be similar.

Scoring Committee Chair Opinion (Jan Lucke)

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

3A: Equity and Housing – Socio-Economic. Applicant requested a re-evaluation of the measure because some information was not factored in the scoring. The applicant requests that the criterion be reconsidered to include the entire Green Line b and be considered as a project that directly connects to Racially Concentrated Areas of Poverty.

Applicant's Response to the Criterion

Above regional average concentration of race/poverty.

Scoring Methodology and Scorer's Re-evaluation

Comparative analysis of responses; statements made regarding location of project, who benefits and how, adverse impacts/mitigation; plus for quantitative information and data and locations/types of institutions and services accessed—comparative scale 0 to 10. Then project location percent times statement analysis score.

The scorer re-evaluated the response, including reviewing the map. The project is a park and ride in St. Louis Park that is in an area “Above regional average concentration of race/poverty” that entitles it to a 60% of its qualitative evaluation score (130—highest possible). The final score is 78 and should remain that way. If the park and ride provided clear, documented reverse commute service to riders (race/poverty) elsewhere along the line it would have scored higher. But the physical project and service provided are in an area “Above regional average concentration of race/poverty”. The application is not adding new transit service as part of the project.

Scoring Committee Chair Opinion (Jan Lucke)

The Chair’s recommendation is to accept the response from the scorer and not change the scores in this measure.

Roadway Expansion

2286: East Bush Lake Road/I-494 Westbound On-Ramp, Bloomington



February 26, 2015

Elaine Koutsoukos
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Ms. Koutsoukos:

The City of Bloomington would like to request an appeal of the scoring of Measure 2B on the Roadway Expansion: East Bush Lake road/I-494 Westbound On-Ramp (ID 2286) project application. It is our understanding that this measure was based on the 2030 forecast volume of 22,200. The application (#2098) that received the highest number of points had a 2030 forecast volume of 40,000. The scoring guidelines state that the applicant with the highest forecast (2030) ADT volume will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. Based on that scoring calculation method, we anticipated the score being 36 for this measure. We request that this measure be re-scored based on this discrepancy.

Sincerely,

Amy L. Marohn, PE
Civil Engineer - City of Bloomington

H:\Traffic\FundApps\Regional Solicitation_Fed Trans Projects\2014\Federal Solicitation\Results\COB Appeal letter_Roadway Expansion Project_EBLR Ramp.doc

Roadway Expansion

2286: East Bush Lake Road/I-494 Westbound On-Ramp, Bloomington

Project Description

Pedestrian/Bicycle trail between Tracy Avenue and France Avenue/Edina Promenade in Edina.

Request

The applicant requested a re-evaluation of **2B: 2030 Forecasted ADT (65 points)**.

2B: 2030 ADT. The applicant requested that the measure be re-scored based on a discrepancy that it appears that the projects did not receive scores in a proportional share of the full points based on ADT.

The applicant’s response to the criterion

22,200 ADT

Scoring Methodology and Scorer’s Re-evaluation

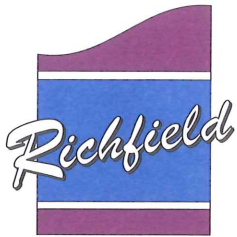
The scorer subtracted the existing AADT in measure 2A from the forecasted ADT volume to determine increased volumes as a benefit for the improvement. The scorer pro-rated the scores on the increased ADT. The scores are shown in the “Original Score” column in the table below. Additionally, when evaluating this challenge, staff found an errant transposed number in the original score and has provided a corrected score in the table below. Finally, the “Alternate Score” column shows how scoring would have been based on the pro-rated 2030 ADT forecast numbers.

ID	Original Score	Corrected Score	Forecasted ADT	Alternate Score
1983	55.0	55.0	31,000	45.0
1984	17.5	17.5	24,000	32.5
1985	45.0	47.5	40,000	55.0
2001	27.5	27.5	18,000	22.5
2002	37.5	40.0	20,500	27.5
2003	62.5	62.5	52,000	65.0
2004	20.0	20.0	14,100	20.0
2043	30.0	32.5	34,000	47.5
2089	35.0	37.5	48,000	60.0
2098	65.0	65.0	40,000	55.0
2136	42.5	45.0	13,200	15.0
2179	22.5	22.5	35,300	50.0
2216	50.0	50.0	19,500	25.0
2223	32.5	35.0	13,850	17.5
2237	15.0	15.0	49,000	62.5
2238	60.0	60.0	31,000	45.0
2240	52.5	52.5	27,000	37.5
2251	57.5	57.5	47,000	57.5
2265	47.5	30.0	27,000	37.5
2286	25.0	25.0	22,200	30.0
2293	12.5	12.5	5,300	10
2294	40	42.5	29,700	40
2297	10	10	13,100	12.5

Scoring Committee Chair Opinion (Joe Lux):

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

2223: 77th Street Underpass, Richfield



Public Works Department

February 25, 2015

Elaine Koutsoukos
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

MAYOR

DEBBIE GOETTEL

CITY COUNCIL

PAT ELLIOTT
TOM FITZHENRY
EDWINA GARCIA
MICHAEL HOWARD

CITY MANAGER

STEVEN L. DEVICH

RE: 2014 Regional Solicitation Scoring Appeal
Roadway Expansion – 77th Street Underpass in Richfield

Dear Ms. Koutsoukos,

Thank you for providing Surface Transportation Program grant applicants an opportunity to request a reevaluation of their application. The City of Richfield submitted an application to construct a 77th Street Underpass connecting 77th Street east and west of TH 77 (Cedar Avenue) to eliminate a gap in the A Minor Arterial Reliever network. We believe that the scoring of this project does not fully address the benefits of the proposed project. The city respectfully requests that the following be considered under the identified evaluation criteria:

Measure 1: Role in the Regional Transportation System and Economy

As reflected in the project's full scores for Measures 1A and 1C, the 77th Street Underpass project is critical to address regional traffic issues on the I-494 corridor through Richfield and Bloomington. However, the city believes that Measure 1B: Current Daily Heavy Vehicle Traffic does not capture the benefits of the project for commercial vehicle traffic.

Evaluating the project based on current daily heavy vehicle traffic does not accurately account for the important role this project would play in the regional heavy commercial transportation system. As mentioned in the Project Description section of the application, the 77th Street Underpass would provide access to existing commercial development and air freight businesses as well as relieving heavy commercial traffic on I-494 and American Boulevard. However, existing heavy commercial traffic is very low on 77th Street because there is a gap in the system. Commercial vehicles cannot make a direct connection and therefore currently use other routes to connect to businesses around the airport and Mall of America, including I-494 and American Boulevard. Current daily heavy commercial traffic on I-494 is 6,400 vehicles.

The Urban Hometown

The city believes the application did not provide an opportunity to fully convey the benefits of the project for commercial vehicles – there are no sections within the application itself for this question to explain what traffic would be on the route if the gap did not exist (other than the project description). The city requests that the scoring be adjusted to reflect the heavy commercial traffic on I-494 and American Boulevard due to the proximity of heavy commercial generators at the Airport which would benefit by this project. The city also requests that future applications include an opportunity to provide additional information under Measure 1B to account for projects of this type.

Measure 2: Usage

The 77th Street Underpass project will fill a short, but critical 0.36 mile gap in the regional A Minor Arterial Reliever network and will provide an alternative to I-494 for short-to-medium length trips. However, because 77th Street is interrupted by TH 77, current daily person throughput is very low. Vehicles do not use 77th Street because it does not make a direct connection across TH 77. As a result, the city's score was very low for Measure 2A: Current Daily Person Throughput.

The city believes that the application did not allow full explanation of the benefits the project would have as a result of filling a gap in the regional transportation system. The application as it is required to be filled out (space constraints and numerical values) does not allow the city to account for the current daily person throughput on I-494, the route that the 77th Street Underpass would relieve. The city requests that the scoring be adjusted to reflect the usage that would be expected if the gap in the system were completed. Current AADT volume on I-494 is 144,000 vehicles per day. When average annual daily transit ridership is added, the current daily person throughput is 146,541.

The city also requests that future applications allow space to provide additional information about current usage. The 2014 application put new routes and routes that completed a gap in the system at a disadvantage because it scored them based on existing usage and did not allow additional information about routes relieved by new connections. It was noted that Bloomington's East Bush Lake Road ramp project did receive higher scores relative to this criterion even though the ramp does not currently exist. We assume that was because the application used traffic volumes on East Bush Lake Road.

Measure 3: Equity and Housing

The 77th Street Underpass is located in a Racially Concentrated Area of Poverty. Per the scoring guidelines for Measure 3A, the project is eligible for up to 30 of 30 points. The scoring guidelines note that the project with the most positive benefits and appropriate mitigation will receive the full points, with other projects receiving a share of the full points based on the scorer's discretion. However, no project received the full 30 points under this measure. Since the 77th Street underpass scored the highest of all the projects in this category the city believes the project should have received the full 30 points.

The city believes the project should have scored higher because of the benefits the project would provide to low-income populations, people of color, children, people with disabilities, and the elderly. TH 77 is currently a major barrier for bicycling, walking, and transit. As noted in the application, the project will provide a new direct pedestrian, bicycle, and transit connection between residential areas and employment opportunities at the Airport, Mall of America, and the South Loop area of Bloomington. The project is able to accomplish these benefits without negative impacts to these populations, as right of way acquisition will be limited to the Motel 6 located north of 77th Street.

The city requests that staff re-evaluate the project's score for Measure 3A to reflect the project's benefits to disadvantaged populations.

Measure 4: Age

The city believes that incorrect guidance was given for completing the application relative to this measure. The project application form did not provide information on how to address new roadways. Rose Ryan at WSB & Associates (the city's consultant for grant preparation services) spoke with Elaine Koutsoukos on November 25 and was advised to enter a roadway age of "0" for any new roadway project. A telephone record is attached. However, the scoring instructions were later modified to state that for any new roadway, the applicant must use the data for the parallel route. This information was not available to applicants when preparing applications.

Based on guidance from Metropolitan Council staff, the city entered a roadway age of "0" and was given a score of 0 for this measure. The city believes it was incorrectly

advised and the score should be reevaluated based on the age of I-494, the parallel route to the 77th Street Underpass. I-494 is 25 years old in this segment.

Measure 7: Multimodal

The 77th Street Underpass fills a critical gap in the pedestrian, bicycle, and transit system. As noted in the grant application, the project includes a 10 foot wide multiuse trail along the north side and sidewalk along the south side of 77th Street. The trail will become a part of the Nine Mile Creek Regional Trail linking Hopkins, Edina, Richfield, Minneapolis, and Bloomington. The project will provide a direct pedestrian and bicycle connection underneath TH 77, a major barrier to bicycle and pedestrian travel between residential areas and the Mall of America and businesses in the South Loop and Minneapolis-St. Paul Airport. The project will also improve the efficiency of transit operations. Metro Transit plans to re-route local transit routes to 77th Street. The project will also provide more direct connections for buses returning to the south Metro Transit bus garage on the east side of TH 77.

The city believes that the proposed project clearly addresses the criteria outlined in the application and provides benefits to pedestrians, bicyclists, and transit. For this reason, we request that Metropolitan Council staff review the application against the Measure 7 criteria and in comparison with other applications to ensure that the score reflects the benefits associated with the project. The city believes the 77th Street Underpass provides similar multimodal elements and benefits as the highest ranked projects.

Conclusion

The 77th Street Underpass fills an important gap in the regional multimodal transportation system, relieves traffic off of I-494, and provides benefits to disadvantaged populations. However, the city believes that the application form did not allow the city to address existing conditions relative to some criterion and therefore penalized the project because it is a new roadway filling a gap in the transportation system. The data requested on the application form relative to existing usage and age did not reflect the benefits of this project or other expansion projects. The City of Richfield requests that the 77th Street Underpass be reviewed with regard to the criteria noted above to put this type of project on equal footing with expansion projects on existing routes. The city believes that the scoring system should not give an advantage to expanding existing routes over completing gaps in

2014 Regional Solicitation Scoring Appeal – 77th Street Underpass
February 25, 2015
Page 5

the system. Thank you for undertaking the review. We appreciate your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'JP', with a horizontal line extending to the right.

Jeff Pearson, PE
Transportation Engineer

ATTACHMENT

2014 Regional Solicitation Scoring Appeal – 77th Street Underpass

Telephone record – Elaine Koutsoukos

11/25/2014

Question: For a new A Minor Expanders (Rogers Fletcher Bypass) what information is required under 1A Role in the Regional Transportation System?

Answer: Only the Expander/Augmentor/Non-Freeway Principal Arterial information is required. The Non-Freeway Facility Volume/Capacity Table does not need to be completed.

Question: What year should be entered for Age of Roadway for a new road?

Answer: Enter "0"

Question: What should be entered for Current Daily Person Throughput on a new road?

Answer: Enter "0" – this is a measure for existing current daily person throughput. Future AADT is entered in 2B – 2030 forecast ADT.

Roadway Expansion

2223: 77th Street Underpass, Richfield

Project Description

Proposed 77th Street underpass connects 77th Street east and west of TH 77 (Cedar Avenue to eliminate a gap in the Minor Reliever network. The project will connect Bloomington and Longfellow Avenues.

Request

The applicant requested a re-evaluation of **1B: Daily Heavy Commercial traffic (90 points)**, **2A: Usage (110 points)**, **3A: Socio/Economic (30 points)**, **4: Age (75 points)**, **7: Multi-modal (7A/7B 50 points)**, **7C 50 points**).

1B: Daily Heavy Commercial traffic. The applicant requested that the measure be re-scored because it does not capture the benefits of the project for commercial vehicle traffic.

The applicant's response to the criterion:

Current daily heavy commercial traffic volume – 1,300

Scoring Methodology and Scorer's Re-evaluation

The applicant with the highest current daily heavy commercial traffic volume received the highest number of points and the other applicants received pro-rated scores. The measure looks at current volumes, not benefits. No change recommended.

Scoring Committee Chair Opinion (Joe Lux):

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

2A: Current Daily Throughput. The applicant requested that the measure be re-scored.

The applicant's response to the criterion:

5,824 AADT

Scoring Methodology and Scorer's Re-evaluation

The applicant with the highest AADT received the highest number of points and the other applicants received pro-rated scores. The measure looks at current volumes, not benefits. Future volumes are accounted for in the 2030 Forecasted volumes in Measure 2B. No change recommended.

Scoring Committee Chair Opinion (Joe Lux):

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

3A: Socio/Economic. The applicant requested that the measure be re-scored because no projects received the full 30 points.

The applicant's response to the criterion:

Benefits:

- Bicycle and pedestrian improvements: Bicycle/pedestrian underpass will provide safer and more convenient bicycle and pedestrian connections. Low-income populations who rely on bicycling/walking will benefit from improved connections across two major barriers: TH 77 and I-494. This connection will provide an alternative route and access to Airport and the South Loop and also a trail connection to the

Minnesota River Recreational Area.

- Transit improvements: Improved transit routes and connections will improve convenience and safety for low-income and minority populations who rely on transit and will improve access to jobs and entertainment in the South Loop and the Airport.

Negative impacts and mitigation: The project is not expected to negatively impact low-income populations, people of color, children, people with disabilities, and the elderly. The right-of-way acquisition for the project will be limited to the Motel 6 located north of 77th Street.

The rating awarded for the response was 7.5 out of 10, which was multiplied by 100% for being a project in a Racially Concentrated Area of Poverty, multiplied by 30 points for a resulting score of 22.5 out of 30.

Scoring Methodology and Scorer's Re-evaluation

Comparative analysis of responses; statements made regarding location of project, who benefits and how, adverse impacts/mitigation; plus for quantitative information and data and locations/types of institutions and services accessed—comparative scale 0 to 10. Then project location percent times statement analysis score. All applicants were score the using the same methodology. Per the design of the measure, no project was able to receive full points in this application. An additional adjustment of scores, would adjust all projects' scores the same with no resulting difference in rating.

Scoring Committee Chair Opinion (Joe Lux):

The Chair's recommendation is to accept the response from the scorer and not change the scores in this measure.

4: Age. The applicant requested that the measure be re-scored based on incorrect guidance for completing the application and that the project application form did not provide information how to address new roadways.

The applicant's response to the criterion:

Construction/Reconstruction Date - 0

Scoring Methodology and Scorer's Re-evaluation

The scorer used the 2014 as the current year, since that was the year the applications were submitted to determine the age of the roadway; 2014 minus the weighted year provided to get the age of the roadway. Any roadways that were at or past the 50 years useful received the maximum points of 75. All those less than 50 years received a proportion of the points by the following $(\text{age}/50)*75 = \text{score}$. The guidance provided to the applicants was that a roadway age of "0" be used for any new roadway. No other guidance was provided. All new roadways entered "0" and received 0 points. This project scored the same as other new projects, per the design of the measure.

Scoring Committee Chair Opinion (Joe Lux):

The Chair's recommendation is to accept the response from the scorer and not change the score in this measure.

7: Multi-modal. The applicant requested that Metropolitan Council staff review the application against the Measure 7 criteria and in comparison with the other applications to ensure that the score reflects the benefits associated with the project.

Scoring Methodology

Methodology for 7A/7B

- Existing Transit Routes on Corridor (10 pts)

- Planned/Existing Transitways (10/15 pts)
- Connections Transit, Planned/Existing (10/15 pts)
- High Traffic Ped Areas, Planned/Existing (10/15 pts)

Methodology for 7C

- Connection to Transit (10)
- Connection to Bikeway (10)
- Connection to High Traffic Ped. Areas (10)
- Quality of Improvements: (10-20)

Metropolitan Council staff review

The applicant received 40 out of 50 points for measures 7A/7B and 35 out of 50 points for measure 7C. Without specific information from the applicant indicating where they believed the measure was mis-scored relative to other applicants, staff accepts the scorer's comparison of the project responses relative to each other.

Scoring Committee Chair Opinion (Joe Lux):

The Chair's recommendation is to accept the response from the scorer and not change the score in this measure.

2294: CSAH 78 Expansion from 139th Lane to CSAH 18, Anoka County

From: [Jack Forslund](#)
To: [Koutsoukos, Elaine](#)
Cc: [Jack Forslund](#); [Doug Fischer](#); [Andrew Witter](#); [Jason Orcutt](#); [Matt Parent](#)
Subject: Anoka County Regional Solicitation Criterion Score Re-evaluation (Project No. 02294 - CSAH 78 Expansion from 139th Ln to CSAH 18)
Date: Friday, February 27, 2015 4:09:22 PM

Date: February 27, 2015

To: Elaine Koutsoukos
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

From: Jack Forslund, PTP
Anoka County Highway Department
1440 Bunker Lake Boulevard, NW
Andover, MN 55304

RE: Anoka County Regional Solicitation Criterion Score Re-evaluation (Project No. 02294 - CSAH 78 Expansion from 139th Ln to CSAH 18)

Anoka County wishes to appeal their score for project no. 02294 - CSAH 78 Expansion from 139th Ln to CSAH 18, which is under the Regional Solicitation Category - Roadways Including Multimodal Elements.

In our review of the scores for this project, we noted three criteria that we believe should be changed. These criteria are:

- No. 4 - Infrastructure Age
- No. 7b - Bicycle and Pedestrian Connections, and
- No. 8. Risk Assessment

Provided below for each of these criterion is our score as well as an explanation on why think the score is too low.

No. 4 - Infrastructure Age

Score: 33 out of 75 points

In reviewing our application, we noted that Measure A: Year of Roadway Construction notes 0.36 miles of the roadway was reconstructed in 2007. This is incorrect, the only segment of the road that has been reconstructed since 1983 is a 0.26 mile segment reconstructed in 2002.

Measure A: Year of Roadway Construction				
Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2	
1982.0	0.34	673.88	443.342	
1983.0	0.56	1110.48	730.579	
2002.0	0.26	520.52	342.447	
2007.0	0.36	722.52	475.342	
	2	3027	1992	

$0.34 + 0.36 = 0.80$

We request that this is recalculated to reflect the correct age of the road.

No. 7b - Bicycle and Pedestrian Connections

Score: 10 out of 50 points

In reviewing the measures for this criteria, we feel strongly that this project will provide strong pedestrian and bicycle connections. The measures for this criteria state:

B. Identify the pedestrian and bicycle connections to the project, describe these existing facilities, and discuss how the project provides a direct connection to an existing high pedestrian-traffic area identified in an adopted county or city plan or study. Applicants should also discuss any pedestrian or bicycle connections that will be constructed before the completion of the proposed project, or planned future connections. If the pedestrian connection is planned, also describe the timing of the project and the adopted county or city plan or study that identifies this facility.

Our response for this criteria shows how this project will provide very strong bicycle and pedestrian connections to several facilities including regional trails, schools, parks, and many activity centers located adjacent to the project. We fail to see how we could possibly get only 10 out of 50 points for this criteria. Provided below is a print-screen from our application. To make it more clear, we have highlighted the text that is particularly important to show how well this project responds to the question of bicycle and pedestrian connections.

Measure B: Bicycle and Pedestrian Connections

As shown in Figure 1, the CSAH 78 corridor currently contains a multiuse trail adjacent to the road throughout the project area. The trail is part of a larger trail system connecting users to all parts of Andover and the greater region. The CSAH 78 portion of the trail provides access to an existing regional trail running along CSAH 116 (Bunker Lake Blvd) on the south edge of the project.

A sidewalk along CR 16 provides pedestrian access between the projects trails and Andover High School to the west.

The CSAH 78 bridge offers a non-motorized crossing of Coon Creek. All signalized intersections include crosswalks on all sides of the intersection, and minor intersections have them running parallel to CSAH 78.

Response (Limit 1,400 characters; approximately 200 words)

The projects non-motorized facilities will provide direct access to high pedestrian-traffic activity centers identified in the City of Andover 2008 Comprehensive Plan Update:

Andover Station and Andover Station North, a walkable mixed-use neighborhood on the south end of the project with commercial, residential, recreational, industrial and civic destinations. The development area includes an internal network of sidewalks to aid pedestrian mobility between destinations.

Andover City Center Complex and Clocktower Commons, an area on the north end of the project with commercial Andover City Hall, a YMCA, Andover Elementary School and Sunshine Park.

18 CSAH 78

We request that the score for this criteria is significantly adjusted upward as the project will provide exceptional bicycle and pedestrian connections throughout this corridor that is laden with educational, park, and activity centers.

No. 8. Risk Assessment

Score: 61 out of 75 points

The final score we are questioning pertains to Risk Assessment. In reviewing our score as

well as our application we noted that there is not a response to whether ‘Meetings or Contacts with Stakeholders have Occurred.’ This should be an affirmative response as we have met with stakeholders in the project as evidenced the Resolution of Support from the City of Andover that was submitted with the our application. We request that this be reflected in our score.

Sincerely,

Jack Forslund, PTP
Multimodal Planning Manager
Anoka County Transportation Division
Highway-Transit-Surveyor-GIS
1440 Bunker Lake Boulevard, NW
Andover, MN 55304
www.anokacounty.us

Office: 763.862.4230 | Mobile: 612-247-5580
jack.forslund@co.anoka.mn.us

NOTICE: Unless restricted by law, email correspondence to and from Anoka County government offices may be public data subject to the Minnesota Data Practices Act and/or may be disclosed to third parties.

Roadway Expansion

2294: CSAH 78 Expansion from 139th Lane to CSAH 18, Anoka County

Project Description

Pedestrian/Bicycle trail between Tracy Avenue and France Avenue/Edina Promenade in Edina.

Request

The applicant requested a re-evaluation of **4: Age (75 points)**, **7B: Bicycle and Pedestrian Connections (7A/7B 50 points)** and **8: Risk Assessment (75 points)**.

Age. The applicant requested that the measure be re-scored based on an incorrect age provided in the application

The applicant's response to the criterion:

A portion of the roadway was indicated to be reconstructed in 2007 instead of 2002.

Scoring Methodology and Scorer's Re-evaluation

The guidelines of the application scoring is that no new information can be provided in the application. The scorer rated the application response based on the information in the application.

Scoring Committee Chair Opinion (Joe Lux):

The Chair's recommendation is to accept the response from the scorer and not change the score in this measure.

7B: Bicycle and Pedestrian Connections. The applicant requested that measure 7B

The applicant's response to the criterion:

7A Response – no transit ridership

7B response –

As shown in Figure 1, the CSAH 78 corridor currently contains a multiuse trail adjacent to the road throughout the project area. The trail is part of a larger trail system connecting users to all parts of Andover and the greater region. The CSAH 78 portion of the trail provides access to an existing regional trail running along CSAH 116 (Bunker Lake Blvd) on the south edge of the project.

A sidewalk along CR 16 provides pedestrian access between the project's trails and Andover High School to the west.

The CSAH 78 bridge offers a non-motorized crossing of Coon Creek. All signalized intersections include crosswalks on all sides of the intersection, and minor intersections have them running parallel to CSAH 78.

The project's non-motorized facilities will provide direct access to high pedestrian-traffic activity centers identified in the City of Andover 2008 Comprehensive Plan Update:

- Andover Station and Andover Station North, a walkable mixed-use neighborhood on the south end of the project with commercial, residential, recreational, industrial and civic destinations. The development area includes an internal network of sidewalks to aid pedestrian mobility between destinations.
- Andover City Center Complex and Clocktower Commons, an area on the north end of the project with commercial Andover City Hall, a YMCA, Andover Elementary School and Sunshine Park.

Scoring Methodology and Scorer's Re-evaluation

The scoring for 7A and 7B are combined for total of 50 points

- Existing Transit Routes on Corridor (10pts)
- Planned/Existing Transitways (10/15 pts)
- Connections Transit, Planned/Existing (10/15pts)
- High Traffic Ped Areas, Planned/Existing (10/15 pts)

Measure 7A and 7B are combined for one score. The measure was scored based on 'connections' to transit and bike and pedestrian facilities that are not part of the project. The multiuse trail and bridge on CSAH 78 and the project's non-motorized facilities that will provide direct access to high pedestrian-traffic activity centers (all included in this response) are included in the project and are scored accordingly in Measure 7C: Multimodal Facilities. While the application does describe that pedestrian-traffic activity centers are identified in the Andover 2008 Comprehensive Plan Update, it does not describe any adopted plan or study that describes the bicycle and pedestrian facility. Figure 1, referenced in the response, identifies an existing trail, with a majority of the trail facilities on one side of the roadway. The trail already exists and from the project description, there will be improvements to the multiuse trail not expansion. No reference to bike facilities. The applicant's responses for connections were considered relative to the responses of the other applicants. No change is recommended.

Scoring Committee Chair Opinion (Joe Lux):

The Chair's recommendation is to accept the response from the scorer and not change the score in this measure.

8: Risk Assessment. The applicant requested that the measure be re-scored based information that was not included in their response that they had met with stakeholders as evidenced with Resolution of Support from the City of Andover that was submitted with the application.

The applicant's response to the criterion:

Applicant selected 'Stakeholders have been identified'.

Scoring Methodology and Scorer's Re-evaluation

The response 'Stakeholders have been identified' received 1.5 points. A response of "Meetings or contacts with stakeholders have occurred" would have received 3.75 points. Scoring was based on the response in the application. No change is recommended.

Scoring Committee Chair Opinion (Joe Lux):

The Chair's recommendation is to accept the response from the scorer and not change the score in this measure.

Final Scores (Pending appeals)

2014 Regional Solicitation Application Scoring

ROADWAY EXPANSION

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

Measures Key

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

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

Some scores have changed since original release, due to a minor scoring error in category 2B.

2014 Regional Solicitation Application Scoring

ROADWAY EXPANSION

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

Measures Key

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

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

Some scores have changed since original release, due to a minor scoring error in category 2B.

2014 Regional Solicitation Application Scoring

ROADWAY RECONSTRUCTION/MODERNIZATION

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

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

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

2014 Regional Solicitation Application Scoring

ROADWAY SYSTEM MANAGEMENT

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

Measures Key

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

2014 Regional Solicitation Application Scoring

Prioritizing Criteria

BRIDGES

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

Measures Key

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

Inflation Adj		
	2017	1.04
	2018	1.06
	2019	1.08

2014 Regional Solicitation Application Scoring

TRANSIT EXPANSION

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

Measures Key

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

2014 Regional Solicitation Application Scoring

Prioritizing Criteria

TRANSIT MODERNIZATION

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

Measures Key

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

2014 Regional Solicitation Application Scoring

MULTIUSE TRAILS AND BICYCLE FACILITIES

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

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

Measures Key

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

2014 Regional Solicitation Application Scoring

PEDESTRIAN FACILITIES

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

Measures Key

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

2014 Regional Solicitation Application Scoring

Prioritizing Criteria

SAFE ROUTES TO SCHOOL INFRASTRUCTURE

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

Measures Key

1	Degrees to which project addresses 5 Es of SRTS Program
2A	Average share of student population that bikes or walks
2B	Student population within school's walkshed
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing Performance Score
4A	Barriers overcome, gaps filled, or system connections
4B	Safety or security problems addressed
5	Ridership of transit routes directly/indirectly connected to
6A	Public Engagement Process
6B	Risk Assessment