

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, November 17, 2016
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the October 20, 2016 meeting*
- 4) TAB Report – Information Item
- 5) Regional Solicitation Scoring Appeals – Action Item 2016-57*
- 6) Regional Solicitation Inflation Adjustment – Action Item 2016-58*
- 7) Regional Solicitation Draft Funding Scenarios – Information Item
- 8) Other Business
- 9) Adjournment

*Attachments

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
October 20, 2016

MEMBERS PRESENT: Paul Oehme (acting chair, Chanhassen), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT Metro State Aid), Kyle Burrows (Metro Transit), Jack Forslund (Anoka County), Jenifer Hager (Minneapolis), Jarrett Hubbard (Scott County), Jim Kosluchar (Fridley), Jen Lehmann (MVTA), Karl Keel (Bloomington), Elaine Koutsoukos (TAB), Lyssa Leitner (Washington County), Bruce Loney (Shakopee), Joe Lux (Ramsey County), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), Lyndon Robjert (Carver County), Amanda Smith (MPCA), Carla Stueve (Hennepin County), Michael Thompson (Maplewood), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Josh Bowe (Three Rivers Park District), Jan Lucke (Washington County), and Carl Ohrn (Metropolitan Council)

1. Call to Order

The meeting was called to order just after 1:30 p.m.

2. Adoption of Agenda

MOTION: Keel moved to adopt the agenda. Seconded by Loney. The motion was approved unanimously.

3. Approval of the Minutes from the August 18, 2016 Meeting

MOTION: Leitner moved to approve the minutes. Seconded by Koutsoukos. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the October 19, 2016, TAB meeting. The TAB Executive Committee directed staff to prepare information for Funding & Programming Committee on Regional Solicitation inflation factors for decision prior to project selection and to develop a base funding scenario along with scenarios that emphasize expansion and reconstruction, respectively.

The following action items were approved:

- A streamlined TIP amendment for MnDOT's I-94 resurfacing project.
- The public comment report and 2017-2020 TIP amendment for the Dakota County US 52 / CSAH 42 interchange.
- Transportation Public Participation Plan, to send to Metropolitan Council for public comment.
- Scope change for the City of Minneapolis's Anderson School Pedestrian Crossings and Bikeway Safe Routes to School project.

Jonathan Ehrlich presented information on the Travel Behavior Inventory. A motion was made and passed at TAB directing staff to prepare Regional Solicitation funding scenarios assuming \$2.7 million is taken off the top for the Travel Behavior Inventory.

5. Three Rivers Park District Scope Change Request – Action Item 2016-52

Barbeau said that the Three Rivers Park District was awarded \$1,040,000 of 2017 program year funds as part of the Bicycle/Pedestrian category in the 2013 Transportation Alternatives Program (TAP) Regional Solicitation. The project proposed to add "on ramp" transportation facilities meant to provide direct connections to the regional trail system. The project included six components. The Park District would like to eliminate the component in Edina and change the Brooklyn Park component from a 0.75-mile off-road trail to a 0.46-mile on-road bikeway and a 0.3-mile off-road trail. Working with the scorers from the Regional Solicitation, Metropolitan Council staff reviewed the original project and scoring. Scorers were

unsure how to score the project and were hesitant to deduct a lot of points. The project originally scored 678 points, 18 points higher than the top-scoring un-funded project. Scorers reported a total drop of eight points in the scoring, leaving the total at 670, still higher than the top-scoring un-funded project. The Brooklyn Park sub-project is proposed to change by constructing part of the off-street trail as an on-street bikeway. This change leads to an overall cost reduction of \$42,168 (\$316,368 for original application minus \$274,200 new project cost). The additional cost cited in the applicant's request, \$75,000 for signal upgrades and other needs, was not in the original application and should not be considered as part of this scope change request. The Edina sub-project, to be removed, made up 8% of the total project cost in the original application (\$83,200 of the federal allotment). Given that this portion of the project is being removed, TAB may consider removing this amount of federal funding. Between the reduction of the Brooklyn Park sub-project (\$42,168) and the removal of the Edina sub-project (\$83,200), TAB should consider a total reduction of \$125,368 to \$914,632.

Bowe said that the Edina component of the project was 300 feet of regional trail connecting a cul-de-sac to a trail. Three of the four property owners that were going to be impacted were resistant to the project. A connection to the trail was also made a half-mile to the west. In Brooklyn Park, the area was lacking the right-of-way and impacted properties so some of the trail will be moved on-street. Moving curb-and-gutter incurs some cost. There are also added costs on the Plymouth component due to increased slopes and the Richfield component because buffers are being added to the bike lane to increase safety.

Ryan Peterson suggested removing the Edina portion of the funding and keeping the Brooklyn Park portion, since new costs are incurred due to the rescope project. Keel said that projects traditionally absorb extra funds and that he therefore supports the staff-recommended reduction. Oehme added that scope changes are made at the applicant's risk.

MOTION 1: Keel moved to approve the scope change request with a \$125,365 reduction in federal funds. Seconded by Lux.

Keel said that this is a large enough amount of funding that it is worth addressing. Oehme added that recent scope changes with less than \$20,000 reductions cited by staff were not addressed due to the small amount. Loney added that if there was no scope change request, the applicant would have to absorb all cost increases.

Brown said the only risk in taking funds is that there is no guarantee that there will be projects to distribute the funding to.

Thompson said that the project intent is being met in Brooklyn Park and asked for comment from the Park District. Bowe replied that the intent is being met. Thompson said that he agreed with Ryan Peterson's suggested approach.

Smith suggested that the project is not worth its original funding amount even if the project is just as good as originally-proposed.

Members voted by show of hands. Barbeau informed the Chair that he does not have a vote as a way to address the possibility of ties. MOTION 1 failed by a vote of 10 to 11.

MOTION 2: Ryan Peterson moved to approve the scope change request with a reduction of \$83,200 of federal funds. Seconded by Thompson.

Keel said that he feels the Brooklyn Park change should lead to a reduction in cost.

MOTION 2: was approved with three votes against.

6. TIP Amendment; Three Rivers Park District Scope Change Request – Action Item 2016-53

Barbeau said that the enclosed TIP amendment includes the necessary project description change but did not include the cost change.

Keel moved to approve the TIP amendment adjusted to reflect a federal funding amount of \$852,640. Seconded by Steve Peterson. The motion was approved unanimously.

7. 2016 Regional Solicitation Release of Scores – Information Item

Barbeau reported that the Regional Solicitation Scoring Committees completed their activities. The applicants will now have the opportunity to appeal scores. Those appeals will be heard at the November meeting. A scoring error was found in the Transit Modernization application, but it was a minor error with no impact on the rank order that had been provided. The Committee decided to discuss the scoring process, application-by-application.

Roadway Expansion

Scoring Committee Chair Joe Lux said there were not many issues and that the scorers were thoughtful. He added that after the Scoring Committee meeting was over an applicant asked whether there is incentive to estimate costs low in order to score better on the cost-effectiveness measure. Keel said that the scores show a good mix for functional classification, though Lux added that non-freeway principal arterials are in four of the top six spots. Oehme said that this is because there are more interchange applications this year. Steve Peterson added that the Principal Arterial Intersection Conversion Study could impact the number of interchange applications in the next Regional Solicitation. Robjert suggested that interchanges could be its own category. Keel said that the criteria could change as well.

Roadway Reconstruction and Modernization

Steve Peterson said that TAB mandated one project be funded from each functional classification, meaning that a collector project from far down the list will be funded. Keel said that the Committee could make a recommendation countering this if it wishes. Robjert pointed out that expanders fared very well and suggested it could be projects that were already expanded through the Regional Solicitation process and perhaps are no longer “expanders.” Leitner said that Washington County staff questioned the safety score; a controversial bicycle/pedestrian crash reduction that some in the industry feel actually increases crashes. Given this, she questioned whether the applicant should be allowed to determine the approach that best suits its application.

Roadway System Management

Scoring Committee Chair Lyndon Robjert said that the criteria for Roadway System Management is similar to that of Roadway Expansion and Reconstruction/Modernization, though perhaps some criteria do not fit the category, given the frequent inclusion of multiple routes. Leitner said that some criteria lends itself to advantages and disadvantages based on applicants’ interpretation of questions.

Bridges

Scoring Committee Chair Jenifer Hager said that the process was pretty straightforward. She added that the application could ask for the most recent infrastructure condition report. Ryan Peterson said that the freight category he score, at only 15 points, was not particularly valuable.

Transit Expansion and Transit System Modernization

Committee Chair Jan Lucke said that usage in Transit Modernization may be an issue because the proportionate distribution led to a top score of 300 and all other scores were 96 and below. Equity had an issue regarding negative impacts of a project not being acknowledged and the scorer not being able to flag them. Three Modernization projects build upon three previously-funded Expansion projects and while that’s technically within the rules, she suggested that this be flagged going through the process to TAB. There was question as to whether rating percent travel time savings makes more sense than rating total travel time savings. Similarly, there was question regarding scoring emissions reductions on a terminal-to-terminal basis, which can benefit long routes carrying few passengers. A similar issue also exists scoring proportional, as opposed to total, cost savings.

Travel Demand Management

Scoring Committee Chair Paul Oehme said that Travel Demand Management was easier to score than it had been in the past. However, there were questions regarding how commuter trips were determined and the fact that projects with no completion date were penalized.

Multiuse Trails and Bicycle Facilities

Oehme said that a lot of expensive bridge projects scored well. Robjert said that connection to the Regional Bicycle Trail Network was worth a lot of points and not being connected makes it difficult to be funded. Steve Peterson said that the \$5 million projects will absorb a lot of funding.

Pedestrian Facilities and Safe Routes to School

Scoring Committee Chair Lynne Bly said that while these are two separate applications, there are some similar criteria and some scorers scored in both applications. She said that there was a school that was not in the ACP-50 geography for equity but the walkshed for the school was, perhaps rendering that project underscored in that category.

Steve Peterson said that TAB could consider promising a small number of projects 2022 funding, encourage them to be prepared for 2021, having projects ready when withdrawals happen and not having to go through a redistribution process that provides less-than-optimum results. Keel replied that there could then be less funding in the subsequent Regional Solicitation.

8. Other Business

Barbeau said that MnDOT Metro District would like volunteers for scoring Highway Safety Improvement Program applications.

9. Adjournment

Steve Peterson moved to adjourn the meeting. Seconded by Keel. The motion was approved unanimously.

ACTION TRANSMITTAL No. 2016-57

DATE: November 9, 2016

TO: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Steve Peterson, Mgr of Highway Planning and TAB/TAC Process

SUBJECT: 2016 Regional Solicitation Scoring Appeals and Approval of Final Scores

REQUESTED MOTION: Seven 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 MOTIONS:

1. Recommendations are shown in the attached for each of seven proposed scoring appeals, to be decided by the committee.
2. That the Funding & Programming Committee recommend to TAC 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 October 20 Funding & Planning Committee Meeting. Appeals were due on Monday, October 31. 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.

TDM

Application 4886: CarFreeLife

October 22, 2016

Ms. Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

RE: The CarFreeLife Inc. Travel Demand Management application to the
Transportation Advisory Board's 2016 Regional Solicitation.

Dear Ms. Koutsoukos,
I respectfully request re-evaluation under the 2016 Regional Solicitation Criterion Score Re-evaluation Process, in the following areas of the CarFreeLife Inc. application: Section 2: Average Weekday Usage, and Section 4A Congestion Reduction / Air Quality. Grounds for re-evaluation are enumerated on the following pages.

Application Under
Consideration: CarFreeLife Inc.:
The Shared Mobility, Community Outreach and Development
Program, Twin Cities Demonstration Project.

Request From: Gene Tierney
President
CarFreeLife Inc.
2516 West 22nd Street
Minneapolis, MN 55405
612-310-4822

Thank you for your consideration.

Sincerely,

Gene Tierney

Section 2: Average Weekday Usage. (CarFreeLife received 0/100 pts. in this section)

Appeal for reconsideration on the following grounds:

1. The CarFreeLife proposal had the highest number of users among proposals that used a conversion factor to derive anticipated actual users rather than indirect users or project area gross population numbers. (Our proposal showed 2922 users and the proposal that received the full points showed 660 users)
2. The CarFreeLife proposal received fewer points than other applicants who did not use a conversion factor at all but rather, simply listed the populations exposed to the program. Under this method the CarFreeLife proposal showed a gross project area population of 53,323, 24,066 households, and 49,129 vehicle registrations that were in the project areas and which were listed as part of our submission. Under this method we should receive at least as many points as other applicants (ref. Smart Trips) who used gross project populations as their user methodology.
3. The CarFreeLife plan to stimulate mode shifts to shared use alternatives through the voluntary reduction of vehicles in the selected areas is strategically reasonable. The section question asked us to provide an estimate of weekday users and our methodology for calculating the number of users. We did both. We believe we met the intent and criteria of the question asked but were not given the points deserved because the evaluators may have concluded that our conversion projections were overly optimistic, perhaps based on non-comparable efforts. For a number of reasons including research from multiple sources, we continue to believe we can bring the project areas vehicle registrations down to the Twin Cities median (a 5% reduction), and we respectfully request reconsideration of our points on the basis that we fully complied with the application question.

Measure: Calculate and provide the average weekday users of the project. A direct user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. Applicants must describe their methodology for determining the number of users. (100 Points)

Scoring Guidance Provided:

The applicant with the most users will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 90 users and the application being scored had 50, this application would receive $(50/90)*100$ points or 56 points. Fifty percent of the points can be deducted if the applicant provides no methodology. If the methodology is provided, then points should only be deducted if the estimation methodology is not sound.

Section 4A: Congestion Reduction / Air Quality. (CarFreeLife received 13/200 section pts.)

Appeal for reconsideration on the following grounds:

1. The CarFreeLife project areas (Primarily Ward 1 in Minneapolis and Ward 3 in St. Paul) meet the criteria described in the measure and guidance (despite the less than adequate description provided in our submission) and we request partial point reconsideration on the basis that the project locations qualify.
2. The CarFreeLife plan to stimulate mode shifts to shared use alternatives through the voluntary reduction of vehicles in selected areas is sound and supported by research, some of which is highlighted in our submission. This strategy is an indirect method of congestion mitigation however and dependent on our ability to get people to relinquish cars. As a result we included information in our section submission describing why area residents would consider relinquishing a car. The answer is tremendous benefits that consumers are largely unaware of per our research. This regrettably may have muddied the clarity of our section answer. Despite this we believe we met both the intent and the criteria of the section regarding reducing congestion and SOV trips, and request reconsideration of the points granted.

Measure: Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and / or single occupancy vehicle (SOV) trips. (200 points)

Scoring Guidance Provided:

The applicant with the best response will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

- The project is located in an area of traffic congestion served by one or more principal arterials or A-minors: Up to 60 point, plus
- The project will reduce congestion and/or SOV trips in the project area: Up to 140 points.

Project description:

The Shared Mobility, Community Outreach and Development Program, Twin Cities Demonstration Project, is designed to **promote** and facilitate voluntary growth in car-free and car-light living through educational outreach and enhanced connectivity to all alternative transportation suppliers and car-light living resources, in selected neighborhoods in Minneapolis and St. Paul.

Request:

Applicant requested re-evaluation of measures **2: Average Weekday Usage (100 points)** and **4A: Congestion Reduction/Air Quality (200 points)**.

2: Average Weekday Usage. The measure quantifies the average weekday users of the project. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. Applicants must describe their methodology for determining the number of project users.

Applicant's Response to the Measure:

The CarFreeLife proposal had the highest number of users among proposals that used a conversion factor to derive anticipated actual users rather than indirect users or project area gross population numbers. (Our proposal showed 2,922 users and the proposal that received the full points showed 660 users)

Scoring Review:

When originally reviewing the application response, the scorer did not find adequate information in the methodology provided to determine whether it was a daily number provided. The scorer for measure 4A: Congestion Reduction/Air Quality was able to verify the numbers that were used in measure. The scorer for Measure 2 accepts the verification in measure 4A and agrees that the scores should be revised to reflect the response provided. All scores will need to be pro-rated with the acceptance of the applicant's response.

Scoring Committee Chair Opinion (Paul Oehme):

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

4A: Congestion Reduction/Air Quality

Applicant's Response to the Measure:

1. The CarFreeLife project areas (Primarily Ward 1 in Minneapolis and Ward 3 in St. Paul) meet the criteria described in the measure and guidance (despite the less than adequate description provided in our submission) and we request partial point reconsideration on the basis that the project locations qualify.
2. The CarFreeLife plan to stimulate mode shifts to shared use alternatives through the voluntary reduction of vehicles in selected areas is sound and supported by research, some of which is highlighted in our submission. This strategy is an indirect method of congestion mitigation however and dependent on our ability to get people to relinquish cars. As a result we included information in our section submission describing why area residents would consider relinquishing a car. The answer is tremendous benefits that consumers are largely unaware of per our research. This regrettably may have muddied the clarity of our section answer. Despite this we believe we met both the intent and the criteria of the section regarding reducing congestion and SOV trips, and request reconsideration of the points granted.

Scoring Methodology:

To receive points the proposal must contain some description of the congestion in the project area and how the proposed project will reduce congestion or SOV trips.

4A-1: Up to 60 points were awarded for the description of congested roadways (principal arterials or A Minor arterials). 30 points were awarded if specific roads are listed by highway number or road name (20 points for principal arterials and 10 points for A Minors; if no PAs in project area the 20 points were awarded by default). 30 points were awarded if some quantification of the congestion problem (number of hours congested, travel time delay due to congestion, VHT or VMT in congested condition, etc.) is provided (20 points for principal arterials and 10 points for A Minors; if no PAs in project area the 20 points were awarded by default).

4A-2: Up to 140 points were awarded based on the description of how the proposed project will reduce congestion or SOV trips. For the full 140 points some citation or documentation justifying the congestion or SOV trip reduction must be included. If the description is only based on assertions of reductions with no justification 10 points are awarded.

The results of the two parts of this criteria were combined and the proposal with the highest score received 200 points. Other proposals received points proportionally compared to the highest scoring proposal.

Scoring Review:

The applicant's response makes no mention of congested roadways in the area of the project. There is only one mention of SOV trips in a brief sentence indicating that if a household doesn't get rid of a car the household continues "to contribute to the SOV problem".

Scores:

4A-1: 0

4A-2: 10

Normalized Score 4A: 13

Issues: One project with opposing results in two zip codes. One zip code would increase # of autos per HH and the other decrease. Linkage between number of autos and trip making when the average is still almost 2 vehicles per HH.

Scoring Committee Chair Opinion (Paul Oehme):

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

TDM

Application 5310: Cycles for Change – Learn to Ride Bicycle Program Expansion

Cycles for Change (C4C) requests a review of its scored TDM application in the following areas:

Category 2 – Usage

We would like a review or explanation for the allocation of the score of 0. Our listed average weekday users was 1700, through classes and rides. We provided methodology explaining our claim to this number. Can the scoring committee share which was the highest score that acted as the benchmark against which scores were compared? The MVTA application has the lone score of 100 – their average weekday usage was 660. Can the scoring committee explain if there was a reason our score was not recognized? The scoring criteria sheet indicate that “Fifty percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.” C4C provided a score and methodology and was granted zero points.

Category 5 – Innovation

Cycles for Change believes its application should score a minimum of 100 points and a maximum of 200 points. Here is the explanation for the innovativeness of this program:

- 1) This program represents a development of a new model for off-site Learn-to-Ride classes. C4C’s Learn to Ride program currently requires that it take place with the Community Bike Shop as its base of operations. In this revised program model, C4C will be implementing Learn to Ride programming in locations away from where we have a bike shop location. This requires new curriculum and a new approach to outreach and neighborhood engagement. By this logic, the initiative should receive 200 points.
- 2) At minimum, this project should receive 100 points for substantially expanding the geographic scope and scaling up of its Learn to Ride program to serve three new neighborhoods. We believe that launching C4C’s Learn to Ride in three new neighborhoods “expands the geographic scope of an existing project” and “serves or engages a new group of people” using the criteria from the scoring guidelines. The explanation of the expansion described in this project was described clearly in the “Brief Project Description” question – “C4C will reach into three new neighborhoods for Learn to Ride: Frogtown in St. Paul; the East Side of St. Paul; and the Phillips neighborhood of Minneapolis.”

Category 4b - VMT reductions

While this is not a specific request for review - we would like to make the point that the methodology is deeply flawed, and encourages dramatically exaggerated results that will never be obtained. Daily VMT reductions of 70,000 (the top identified score) is highly, highly improbable. Grading on a curve in that manner encourages exaggerated results and penalizes more thoughtful and conservative analyses (it encourages proposals to over-promise and under-deliver).

Project description:

Learn to Ride a Bicycle program expansion to East Side (St. Paul), Frogtown (St. Paul), and Phillips (Minneapolis)

Request:

Applicant requested re-evaluation of measures **2: Average Weekday Usage (100 points)**, **5: Innovation (100 or 200 points)**, and **4B: VMT Reductions (200 points)**.

2: Average Weekday Usage. The measure quantifies the average weekday users of the project. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. Applicants must describe their methodology for determining the number of project users.

Applicant's Response to the Measure:

We would like a review or explanation for the allocation of the score of 0. Our listed average weekday users was 1700, through classes and rides. We provided methodology explaining our claim to this number. Can the scoring committee share which was the highest score that acted as the benchmark against which scores were compared? The MVTA application has the lone score of 100 – their average weekday usage was 660. Can the scoring committee explain if there was a reason our score was not recognized? The scoring criteria sheet indicate that “Fifty percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.” C4C provided a score and methodology and was granted zero points.

Scoring Review:

In the application, the applicant wrote that they projected 500 annual users, plus 1,200 from weekly event rides for a total annual rides of 1,700. Per the appeal response, it appears that the applicant didn't understand how to answer weekday users versus annual users in the application. If the program adds 500 users, those persons can be considered daily users. The applicant counted the weekly event rides as annual rides, but these do not reduce the commute trips. Recommend using 500 as the weekday trips and change the score accordingly.

Scoring Committee Chair Opinion (Paul Oehme):

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

5: Innovation. This prioritizing criterion measures how well the project introduces new concepts to the region or expands to a new geographic region. Innovative TDM projects may involve the deployment of new creative strategies for the region, expand the geographic scope of a project to a new geographic area, serve populations that were previously unserved, or incorporate enhancements to an existing program.

Applicant’s Response to the Measure:

Cycles for Change believes its application should score a minimum of 100 points and a maximum of 200 points. Here is the explanation for the innovativeness of this program:

- 1) This program represents a development of a new model for off-site Learn-to-Ride classes. C4C’s Learn to Ride program currently requires that it take place with the Community Bike Shop as its base of operations. In this revised program model, C4C will be implementing Learn to Ride programming in locations away from where we have a bike shop location. This requires new curriculum and a new approach to outreach and neighborhood engagement. By this logic, the initiative should receive 200 points.
- 2) At minimum, this project should receive 100 points for substantially expanding the geographic scope and scaling up of its Learn to Ride program to serve three new neighborhoods. We believe that launching C4C’s Learn to Ride in three new neighborhoods “expands the geographic scope of an existing project” and “serves or engages a new group of people” using the criteria from the scoring guidelines. The explanation of the expansion described in this project was described clearly in the “Brief Project Description” question – “C4C will reach into three new neighborhoods for Learn to Ride: Frogtown in St. Paul; the East Side of St. Paul; and the Phillips neighborhood of Minneapolis.”

Scoring Review:

Scoring Guidance - The applicant will receive the full points shown for each of innovation categories based on the quality of the response. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points.

- Project introduces a new policy, program, or creative strategy: Up to 200 Points or
- Project expands the geographic scope of an existing project, serves or engages a new group of people, or significantly enhances an existing program: Up to 100 Points

Initial Scoring Consideration: Could be significant IF successful, in so far as supporting additional first/last mile connections to the green line in Frogtown. Funding primarily covers salaries of org. for 2 years. What happens to the program after 2 years? How can this program be sustained? Even if successful in teaching people to bike, will they become bike commuters? Not sure if this program would reduce auto ownership/auto commutes at all, and therefore I question the significance from a transportation standpoint. Is not significant in regional scale.

The project is not a new policy or program, but expands the geographic scope of an existing project and serves and new group of people. The maximum amount of points that the project is able to receive is 100 points. The scorer recommends no change to the score of 50 out of 100 points.

Scoring Committee Chair Opinion (Paul Oehme):

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

Roadway System Management

Application 5200: Arterial Corridor Management (Snelling and Lexington)



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

Tom Stadsklev, Civil Engineer IV Telephone: 651-266-9777
Traffic Operations Division Fax: 651-266-9765
899 North Dale Street
Saint Paul, MN 55103

October 31, 2016

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101
elaine.koutsoukos@metc.state.mn.us

Dear Ms. Koutsoukos,

The City of Saint Paul Department of Public Works (SPPW) requests that the TAC Funding & Programming Committee re-evaluate criterion scores 5A and 5B for the Arterial Corridor Management (Snelling and Lexington) application submitted for funding in the recent Metropolitan Council Regional Solicitation for Federal Funding. City of Saint Paul Department of Public Works also requests a summary of the methodology used to score the criterion in question.

Twenty percent of the available points in the Roadway System Management category are awarded for congestion mitigation and air quality improvement, and the projects are scored based on simple Synchro modeling. In the "Introduction to the Regional Solicitation for Transportation Projects" dated 5/18/2016, there are nine examples of projects that would qualify for funding in the Roadway System Management category:

- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New or replacement traffic management centers
- New or replacement fiber optic cables used for traffic control, etc.
- New or replacement closed-circuit television (CCTV) cameras
- New or replacement variable message signs and other traveler information improvements
- New or replacement detectors
- Incident management coordination

Of these nine examples, only three (signal retiming, signal coordination, new detectors) could impact the results of Synchro modeling. Additionally, in order to demonstrate the improvements to be gained



An Affirmative Action Equal Opportunity Employer



from a signal retiming project, applicants must perform much of the work intended to be included in the project, including data collection, data analysis, and traffic modeling.

The project submitted by SPPW includes several of the examples above that cannot be captured in a Synchro model:

- Control upgrades
- Fiber optic cables
- CCTV cameras
- Variable message signs

Additionally, the majority of the anticipated improvements to traffic flow provided by the project are centered on the proposed adaptive traffic signal timing. Adaptive traffic signal timing will significantly mitigate congestion, and improve air quality along these corridors by constantly monitoring traffic demand and adjusting signal operations in real time. Synchro does not have the ability to model adaptive traffic signal timing. SPPW included a detailed traffic analysis for nine intersections along two major arterials within the City of St. Paul in an attempt to approximate the impact of adaptive traffic signal timing in Synchro for its application. This was a conservative analysis using fifteen minute intervals, as adaptive signal control can adjust more frequently. This analysis showed a significant reduction in delay that can be expected with the project that we believe merits more favorable scoring.

In addition to requesting this re-evaluation, SPPW also requests that future applications not rely solely on Synchro modeling for determining the anticipated benefits to congestion for Roadway System Management projects, as the constraints of the program do not capture benefits for many projects that the Metropolitan Council would otherwise deem appropriate for the category, and require a significant portion of the proposed work to be completed during the application process.

The City of Saint Paul Department of Public Works thanks you for your effort in evaluating the many applications submitted, and looks forward to your response. Please contact me if you have any questions about this request, or the analysis provided in the application.

Sincerely,



Michael Seth Klobucar, P.E.

Traffic Signal Operations Engineer
City of Saint Paul
Department of Public Works
800 City Hall Annex
25 4th Street West
Saint Paul, Minnesota 55102
651.266.6208

Project description:

TH 51, from MSAS 168 to Hewitt Ave & CR 51 from CR 38 to MSAS 142 in St. Paul, interconnect, signal upgrades, adaptive signal timing, dynamic message signs, and deployment of CCTV cameras

Request:

Applicant requested re-evaluation of measures **5A: Vehicle delay reduced (150 points)** and **5B: Kg of emissions reduced (50 points)**.

5A: Vehicle delay reduced - Conduct a capacity analysis at one or more of the intersections being improved by the roadway project using existing turning movement counts (collected within the last three years) in the a.m. or p.m. peak hour and the Synchro or HCM software. The applicant must show the current total peak hour delay at one or more intersections and the reduction in total peak hour intersection delay at these intersections, in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection can be added together to determine the total delay reduced by the project.

5B: Kg of emissions reduced - Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NOX, VOC) due to the project. The applicant should include the appropriate Synchro or full HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be added together to determine the total emissions reduced by the project.

Applicant's Response to the Measure:

In the "Introduction to the Regional Solicitation for Transportation Projects" dated 5/18/2016, there are nine examples of projects that would qualify for funding in the Roadway System Management category:

- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New or replacement traffic management centers
- New or replacement fiber optic cables used for traffic control, etc.
- New or replacement closed-circuit television (CCTV) cameras
- New or replacement variable message signs and other traveler information improvements
- New or replacement detectors
- Incident management coordination

Of these nine examples, only three (signal retiming, signal coordination, new detectors) could impact the results of Synchro modeling. Additionally, in order to demonstrate the improvements to be gained from a signal retiming project, applicants must perform much of the work intended to be included in the project, including data collection, data analysis, and traffic modeling.

The project submitted by SPPW includes several of the examples above that cannot be captured in a Synchro model:

- Control upgrades
- Fiber optic cables
- CCTV cameras
- Variable message signs

Additionally, the majority of the anticipated improvements to traffic flow provided by the project are centered on the proposed adaptive traffic signal timing. Adaptive traffic signal timing will significantly mitigate congestion, and improve air quality along these corridors by constantly monitoring traffic demand and adjusting signal operations in real time. Synchro does not have the ability to model adaptive traffic signal timing. SPPW included a detailed traffic analysis for nine intersections along two major arterials within the City of St. Paul in an attempt to approximate the impact of adaptive traffic signal timing in Synchro for its application. This was a conservative analysis using fifteen minute intervals, as adaptive signal control can adjust more frequently. This analysis showed a significant reduction in delay that can be expected with the project that we believe merits more favorable scoring.

Scoring Review – 5A:

The scorer replied that the applicant brings up some valid points. We had discussed some similar type concerns about the Synchro output at the scoring meeting as well and it is something that should be looked at for next time. But, with our calculations relying entirely on the Synchro output and the scoring guidance we followed, the scores really need to remain as is. The extremely high Hennepin County Synchro results really did not allow the other applicants to receive much of a score. This was another question we had about using multiple corridors to increase the score for this category.

Scoring Review – 5B:

The scorer replied that the applicant has a valid point regarding Synchro not giving more emissions reductions as expected. The planned project was supposed to improve traffic flow, reduce idling, and improve green time thereby improving air quality. The scorer also had some concerns that Synchro does not fit as a modeling tool for some project category. Unfortunately, the modeling outputs rely extensively on Synchro and we used emissions reduced from this to calculate points assigned to all projects. To be fair to other applicants, the scorer does not believe he can change the score at this time.

Scoring Committee Chair Opinion (Lyndon Robjent):

The Chair's recommendation is to accept the response from the scorers, though he feels a different project was mis-scored in 5A.

Transit Expansion

Application 4847: Town Center Station - LRT Green Line Extension Re-evaluation

October 28, 2016

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

RE: Town Center Station – LRT Green Line Extension Re-evaluation

Ms. Koutsoukos,

The City of Eden Prairie is requesting a re-evaluation of criteria 1-Measure B, 2-Measure A, 4-Measure A and 6-Measure A.

Criterion 1 - Measure B (Transit Ridership)

The application listed existing transit routes directly connected to the project as being 684, 687, 690, 691, 692, 694, 695, 697, 698 and 699. It also listed planned transitways directly connected to the project as being Metro Green Line Extension and American Boulevard Arterial BRT. These are determined through the mapping tool created and labeled as Figure 3.

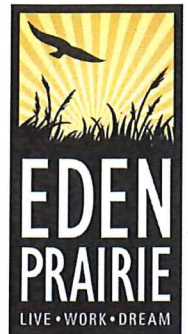
However, this is not a fair representation of the existing transit routes and planned transitways directly connected to the project because the project should include the entire Metro Green Line alignment. If this application could include the entire route alignment, like other projects are allowed, then the existing transit routes directly connecting would include all stops along the Metro Green Line, North Star, Metro Blue Line, and many Metro Bus routes. The planned transitway direct connections would also include the Metro Blue Line Extension.

It appears other applicants have the advantage of including transit connections along their entire route while this project can only include those within the station area. This underrepresents the actual transit routes and transitways directly connected to the project. It is requested that the application be re-evaluated to include direct connections along the entire Metro Green Line alignment.

Criterion 2 - Measure A (New Annual Ridership)

A request for re-evaluation of this criterion is being made for two reasons. The first is due to the 25% deduction of points that was issued for determining third year ridership numbers. This deduction appears to be the result of a misinterpretation of the application response. The second reason is for a systematic underrepresentation of light rail ridership caused by a faulty travel demand forecast model. Both are discussed below in more detail.

First, the application listed new annual ridership for the project as 182,050. This is a third year of service calculation. After the application was submitted there was a clarifying



OFC 952 949 8300
FAX 952 949 8390
TDD 952 949 8399

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org

question from the evaluation panel asking what year of service the ridership number represented, and if it was third year of service to provide documentation of the calculation. The following response was forwarded from a Southwest Project Office representatives to the evaluation panel:

The assumption was that the change in ridership would be approximately constant in every year (existing year - 2014, opening year - 2020, third year of operation - 2023, and horizon year - 2035). So since we already had with and without ridership in the existing year (2014) those are the results shown. The summary results showing the station by station and modal split changes are attached.

This response resulted in a 25% deduction based on application guidance stating transitway projects should use most recent forecast data from a study or plan that uses data approved by Council staff to estimate ridership for the third year of service, the application not describing the estimate being for third year of service with the model using a horizon year 2035 and base year 2014, and the response to a request for clarification on forecast year did not show the forecast year was for the third year of service.

However, Southwest Project Office representatives continue to assert that the third year ridership is an increase of 552 daily ridership boardings (182,050 per year). Also, the response to the clarifying question stated that the ridership shown is suitable for use as the third year of service. It stated that since the net change in overall corridor ridership is expected to be constant between the existing, opening and horizon years, using the existing Metropolitan Council dataset for year 2014 is appropriate. One could anticipate this is a conservative assumption as regional background growth as well as targeted growth within the SWLRT corridor will only likely increase transit ridership opportunities with the station addition. To avoid the expense of re-running the regional model twice in a with and without station scenario, the cost-effective approach of using previous run ridership results were used.

Furthermore, the ridership results use the most current Met Council socio/economic and transit/roadway networks. These results have been extensively reviewed by Met Council staff and the FTA, and have been used for the project's New Starts application. A copy of the model results is attached, and they demonstrate an increase of 552 daily ridership boardings (182,050 per year) is applicable for use as third year of service. It is requested that the criterion be re-evaluated for this reason and full points be awarded for methodology.

Second, it is generally understood there needs to be a correction to the travel demand forecast model for light rail service because the model has grossly underestimated actual ridership numbers witnessed from the previous two New Starts LRT projects. It seems the FTA has been particularly concerned with high capital projects like LRT not garnering forecasted ridership numbers on opening day, so the model has been designed to be overly conservative.

Because the model artificially reduces what can be expected for ridership it places and unfair bias on the Town Center Station project, especially as compared to other bus projects in the applicant pool. As a case comparison, the Metro Blue Line (Hiawatha LRT)

forecasted an average weekday ridership of 19,300 in opening year, and a 2020 ridership of 24,800. However, by 2015 it was 31,470. This is a 27% increase over year 2020 forecasted numbers.

Likewise, the Metro Green Line forecasted an average weekday ridership of 27,000 in opening year, and a 2030 ridership of 41,000. However, 2015 saw an average weekday ridership of 37,400. This is a 39% increase over year 2014 forecasted numbers.

It is my understanding the travel demand forecasting model will be revised in 2017 because of this issue. When complete it will yield more accurate ridership data for LRT systems. In the meantime, the Town Center Station project's new annual ridership should be re-evaluated using an increasing factor of 27% to 39% which is compatible to what was witnessed on the Metro Blue and Green Lines.

Criterion 4-Measure A (Emission Reduction)

If a re-evaluation of criteria 2A results in a change, then the emission reduction calculation should be re-evaluated as well.

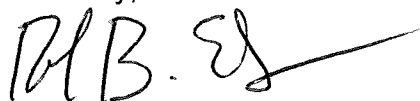
Criterion 6-Measure A (Risk Assessment)

The Town Center Station application was the only project to not score the maximum of 50 points. Since the deadline for application submittal several events have transpired which eliminate risk from the project. First, a Determination of Adequacy has been issued which completes the environmental review and approval process (attached). This would provide 100% points earning for the environmental documentation category. Second, property appraisals have been made which would provide 50% points earning for the right-of-way category. It is requested the application be re-evaluated to recognize these advancements in risk reduction.

In summary, a re-evaluation of the above criteria should result in a higher ranking of this project which is critical because this project cannot wait for a future year solicitation. If this project were advanced now it could be added to the Metro Green Line Extension contractor's scope of work. If it is not selected it will need to be constructed at a later date through a more expensive change order, or worse yet, while the line is operational resulting in severe impacts to existing service.

This is the opportune time to advance the most cost effective and multimodal transit expansion project currently under review. Please consider these factors when evaluating project selections.

Sincerely,



Robert B. Ellis, PE, PTOE
Public Works Director

SWLRT - Average Weekday Transit Boardings
PRELIMINARY FIRST LOOK DRAFT - FOR INTERNAL DISCUSSION - 05/26/16

Alternative	Draft 2014 FTA Run April 2016	Draft 2014 FTA Run April 2016 EPTC
Date Submitted	4/20/2016	5/26/2016
Peak Headway	10	10
Alignment	EPA 2A	EPA 2A
Number of Stations	15	16
Bus Plan	April 2016 Update	April 2016 Update
PNR Catchment	Shadow Priced PnR	Shadow Priced PnR
PNR Plan	9	9
Ending Station	SouthWest	SouthWest
Runtime (minutes)	31.4	31.9
Transit Boardings		
SWLRT Subtotal	11982	12443
CBD Stations	10399	10479
Central Corridor Stations	10823	10840
Total	33,203	33,761
Project Boardings		
Inbound Ons	14,221	14,537
Outbound Offs	4,770	5,006
Total	18,991	19,543

Change in Daily Project Boardings:

552

SWLRT - Average Weekday SWLRT Boardings by Mode of Access
PRELIMINARY FIRST LOOK DRAFT - FOR INTERNAL DISCUSSION - 05/26/16

Station	Shadow Price	PNR Spaces	PNR Demand	Peak			Off-Peak			Total									
				Walk	KNR	PNR	Transfer	Total	Walk	KNR	PNR	Transfer	Total						
Mitchell		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southwest		450	358	220	19	212	238	689	194	5	185	169	553	414	24	397	407	-	1,242
Eden Prairie TC Alt		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golden Triangle		200	68	225	5	50	74	354	138	2	26	35	200	363	6	76	109	-	554
City West	2.95	160	155	74	3	119	0	197	55	1	54	0	110	129	4	173	0	-	306
Opus	1.75	80	79	49	3	61	229	342	263	5	27	0	295	312	8	88	229	-	637
Shady Oak		700	655	222	13	439	0	674	225	5	289	0	519	447	17	728	0	-	1,192
Hopkins		190	99	191	9	78	152	429	194	3	32	185	414	385	12	110	337	-	843
Blake	3.70	89	84	202	8	66	41	317	223	3	27	10	263	425	11	93	51	-	580
Louisiana	2.82	350	366	309	11	244	47	610	369	9	162	62	601	677	20	406	108	-	1,211
Wooddale		-	-	270	16	0	0	286	255	6	0	0	261	525	22	0	0	-	547
Beltline	6.38	268	255	394	16	183	39	633	383	7	100	22	512	777	22	284	61	-	1,144
West Lake		-	-	244	18	0	431	692	215	8	0	446	669	459	26	0	877	-	1,361
21st Street		-	-	228	16	0	0	244	236	8	0	0	244	464	24	0	0	-	487
Penn		-	-	107	3	0	0	110	141	2	0	0	143	248	5	0	0	-	253
Van White		-	-	385	16	0	0	401	551	7	0	2	560	936	23	0	2	-	960
Royalston		-	-	65	2	0	310	376	51	1	0	239	291	116	2	0	549	-	667
SWLRT Subtotal		2,487	2,119	3,184	153	1,453	1,561	6,350	3,493	70	901	1,168	5,632	6,677	222	2,354	2,728	2,728	11,982
CBD Stations				2,397		18	3,492	5,907	1,790		8	2,694	4,493	4,187		26	6,187		10,399
Central Corridor Stations				3,849		581	1,653	6,083	2,921		338	1,480	4,740	6,770		919	3,134		10,823
Total				9,582		2,051	6,706	18,339	8,274		1,248	5,343	14,864	17,856		3,299	12,048		33,203

18,991

Project Boardings

SWLRT - Average Weekday SWLRT Boardings by Mode of Access
 PRELIMINARY FIRST LOOK DRAFT - FOR INTERNAL DISCUSSION - 05/26/16

Station	Shadow Price	PNR Spaces	PNR Demand	Peak			Off-Peak			Total								
				Walk	KNR	PNR	Walk	KNR	PNR	Walk	KNR	PNR	Transfer	Total				
Mitchell		-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Southwest		450	356	174	17	212	189	593	165	5	184	74	426	339	21	396	263	1,019
Eden Prairie TC Alt		-	-	230	5	0	55	290	192	2	0	69	264	422	7	0	124	553
Golden Triangle		200	83	229	5	61	73	367	144	2	32	35	212	373	6	93	108	579
City West	3.05	160	154	74	3	117	0	195	55	1	54	0	110	129	4	171	0	305
Opus	1.75	80	80	49	3	62	230	344	266	5	27	0	299	316	8	89	230	642
Shady Oak		700	662	225	13	443	0	680	229	5	292	0	526	454	17	735	0	1,206
Hopkins		190	100	192	9	79	153	432	197	3	32	187	419	389	12	111	340	851
Blake	3.70	89	104	204	8	83	42	336	225	3	33	11	272	429	11	116	52	607
Louisiana	2.85	350	335	310	11	225	48	594	371	9	148	63	590	681	20	373	111	1,184
Wooddale		-	-	271	16	0	0	287	257	6	0	0	263	527	22	0	0	549
Belkline	6.38	268	273	395	16	192	42	644	388	7	112	22	528	783	22	304	63	1,171
West Lake		-	-	245	18	0	440	702	222	8	0	462	692	467	25	0	902	1,394
21st Street		-	-	230	16	0	0	245	236	8	0	0	244	466	24	0	0	489
Penn		-	-	108	4	0	0	111	142	2	0	0	144	249	6	0	0	255
Van White		-	-	386	16	0	0	402	552	7	0	1	561	938	23	0	2	962
Royalston		-	-	66	2	0	316	384	51	1	0	243	295	117	3	0	559	678
SWLRT Subtotal		2,487	2,148	3,385	157	1,473	1,587	6,602	3,691	71	914	1,166	5,841	7,076	227	2,386	2,753	12,443
CBD Stations				2,414		18	3,523	5,954	1,800		8	2,716	4,525	4,214		26	6,239	10,479
Central Corridor Stations				3,857		581	1,657	6,096	2,924		338	1,481	4,744	6,781		920	3,139	10,840
Total				9,812		2,072	6,767	18,651	8,486		1,260	5,364	15,110	18,298		3,332	12,131	33,761

19,543

Project Boardings

STATE OF MINNESOTA
METROPOLITAN COUNCIL
DETERMINATION OF ADEQUACY

SOUTHWEST LIGHT RAIL TRANSIT PROJECT (METRO GREEN LINE EXTENSION)
FINAL ENVIRONMENTAL IMPACT STATEMENT

The Federal Transit Administration (FTA), the lead federal agency under the National Environmental Policy Act, and the Metropolitan Council (Council), the Responsible Governmental Unit (RGU) under the Minnesota Environmental Policy Act, published a Final Environmental Impact Statement (EIS) for the Southwest Light Rail Transit (LRT) Project (Project) (METRO Green Line Extension) in May 2016. Notification of Availability of the Southwest LRT Final EIS for public and agency review was published in the *Federal Register* on May 13, 2016, and in the *Minnesota EQB Monitor* on May 16, 2016. The Final EIS was also available for public review at the Southwest LRT Project Office in St. Louis Park and at city halls and libraries in Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis, and the Metropolitan Council Library. The FTA's Record of Decision (ROD) was issued on July 15, 2016. The Final EIS and ROD are incorporated herein as part of this Determination of Adequacy.

The Project is the construction of approximately 14.5 miles of new LRT double-track extending the METRO Green Line (Central Corridor LRT), which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina. The Project will operate primarily at-grade and with structures providing grade separation of LRT crossings, roadways, and water bodies at specific locations. There will be 16 new light rail stations (including the Eden Prairie Town Center Station, which is deferred for construction to a later date) along the line, and a light rail operations and maintenance facility will be constructed in the City of Hopkins. The Project is described in Section 2.6.1 of the ROD and Chapter 2 and Appendix E of the Final EIS.

DETERMINATION OF ADEQUACY

Chapter 4410 of the Minnesota Rules requires the Council, as RGU, to determine the adequacy of the Final EIS for the Southwest LRT Project. The Council has determined that the Final EIS is adequate under Minnesota Rule 4410.2800, subp. 4. Rule 4410.2800 sets the following standard for determining if a Final EIS is adequate:

Subp. 4. Conditions. The final EIS shall be determined adequate if it:

- A. addresses the potentially significant issues and alternatives raised in scoping so that all significant issues for which information can be reasonably obtained have been analyzed in conformance with part 4410.2300, items G and H;
- B. provides responses to the substantive comments received during the draft EIS review concerning issues raised in scoping; and
- C. was prepared in compliance with the procedures of the act and parts 4410.0200 to 4410.6500.

In making this Determination of Adequacy, the Council applied the criteria found in part 4410.2800, subp. 4, and finds that:

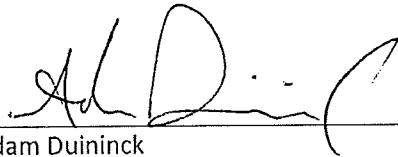
1. The Final EIS addresses all potentially significant issues and alternatives identified during scoping. All significant issues for which information could reasonably be obtained have been analyzed in conformance with Minnesota Rules, part 4410.2300, items G and H. The analysis in the Final EIS addresses long-term and short-term (construction) direct and indirect impacts, as well as cumulative impacts related to the Project. The ROD provides FTA's decision for the Project, and the Council concurs with the ROD. Table 3-1 of the ROD summarizes the long-term and short-term impacts to

environmental and transportation-related resources that will result from the Project. Specific mitigation measures for impacts from the Project are in Attachment A of the ROD.

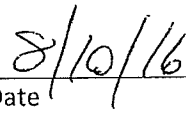
2. The Final EIS provides responses to all substantive comments received during the Draft EIS and Supplemental Draft EIS public comment periods. Appendices L and M of the Final EIS contain all comments received during the public comment periods on the Draft EIS and Supplemental Draft EIS, respectively, and responses to these comments.
3. The Final EIS was prepared in compliance with the procedures of Minnesota Statutes, Chapter 116D, and with Minnesota Rules parts 4410.0200 to 4410.6500.

Additionally, during the public comment on the Final EIS, the Council received 50 letters or other communications with comments. The comments included support for and opposition to the Project, comments about the sufficiency of the analysis and mitigation included in the Final EIS, and comments on the adequacy of the Final EIS. While Minnesota Rule 4410.2800 does not require an RGU to respond to comments on the Final EIS, the Council did review and consider the comments received on the adequacy of the Final EIS as part of this Determination of Adequacy. The comments received are included in Attachment C of the ROD and responses to comments received are found in Attachment D of the ROD.

As a result of these findings, and based on the Project's ROD and administrative record, the Council has determined the Final EIS for the Southwest LRT Project is adequate under the State of Minnesota's environmental review process. This Determination of Adequacy concludes the Minnesota environmental review process.



Adam Duinick
Chair
Metropolitan Council



Date

Project description:

Eden Prairie Town Center Station, Construction of Transit Station

Request:

Applicant requested re-evaluation of measures **1B: Average number of weekday transit trips connected to the project (50 points)**, **2A: New Annual Riders (350 points)**, **4A: Total Emissions Reduced (100 points)**, and **6A: Risk Assessment (50 points)**.

1B: Average number of weekday transit trips connected to the project. The measure quantifies the average weekday transit trips of the connecting routes provide, as depicted on the “Transit Connectivity” map.

Applicant’s Response to the Measure:

The application listed existing transit routes directly connected to the project as being 684, 687, 690, 691, 692, 694, 695, 697, 698 and 699. It also listed planned transitways directly connected to the project as being Metro Green Line Extension and American Boulevard Arterial BRT. These are determined through the mapping tool created and labeled as Figure 3.

However, this is not a fair representation of the existing transit routes and planned transitways directly connected to the project because the project should include the entire Metro Green Line alignment. If this application could include the entire route alignment, like other projects are allowed, then the existing transit routes directly connecting would include all stops along the Metro Green Line, North Star, Metro Blue Line, and many Metro Bus routes. The planned transitway direct connections would also include the Metro Blue Line Extension.

It appears other applicants have the advantage of including transit connections long their entire route while this project can only include those within the station area. This underrepresents the actual transit routes and transitways directly connected to the project. It is requested that the application be re-evaluated to include direct connections along the entire Metro Green Line alignment.

Scoring Review:

The measure specifically mentions directly connected routes. Because the Metro Green Line Extension does not exist yet, there is no direct connection to the existing Metro Green Line and the transit trips were not included. Planned transitways are accounted for in the 2nd part of that measure, which gives 15 points for any project that is connected to a planned transitway.

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.

2A: New Annual Riders. The measure calculate the project's new riders. Based on the service type, estimate and provide the new annual transit ridership that is produced by the new project in the third year of service.

Applicant's Response to the Measure:

A request for re-evaluation of this criterion is being made for two reasons. The first is due to the 25% deduction of points that was issued for determining third year ridership numbers. This deduction appears to be the result of a misinterpretation of the application response. The second reason is for a systematic underrepresentation of light rail ridership caused by a faulty travel demand forecast model.

First, the application listed new annual ridership for the project as 182,050. This is a third year of service calculation. After the application was submitted there was a clarifying question from the evaluation panel asking what year of service the ridership number represented, and if it was third year of service to provide documentation of the calculation. The following response was forwarded from a Southwest Project Office representatives to the evaluation panel:

The assumption was that the change in ridership would be approximately constant in every year (existing year - 2014, opening year - 2020, third year of operation - 2023, and horizon year - 2035). So since we already had with and without ridership in the existing year (2014) those are the results shown. The summary results showing the station by station and modal split changes are attached.

This response resulted in a 25% deduction based on application guidance stating transitway projects should use most recent forecast data from a study or plan that uses data approved by Council staff to estimate ridership for the third year of service, the application not describing the estimate being for third year of service with the model using a horizon year 2035 and base year 2014, and the response to a request for clarification on forecast year did not show the forecast year was for the third year of service.

However, Southwest Project Office representatives continue to assert that the third year ridership is an increase of 552 daily ridership boardings (182,050 per year).

Scoring Review:

The scorer verified that the response provided is third year ridership. The documentation provided showed 2014 numbers.

Scoring Committee Chair Opinion (Jan Lucke):

The Chair's recommendation is to accept the response from the scorer and change the score in this measure.

4A: Total Emissions Reduced. The measure quantifies how the project will reduce CO, NO_x, CO₂e, PM_{2.5}, and/or VOC due to the reduction in VMT. Calculate and provide the number of new daily transit riders and the distance from terminal to terminal in miles to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions.

Applicant's Response to the Measure:

If a re-evaluation of criteria 2A results in a change, then the emission reduction calculation should be re-evaluated as well.

Scoring Review:

The scorer took the Total emissions reduced (provided by the application) and prorated the points. It was not based on any reduction done in Measure 2A. The only way it would change is if the VMT reduction changed through some new calculation of ridership.

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.

6A: Risk Assessment. This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

Applicant's Response to the Measure:

The Town Center Station application was the only project to not score the maximum of 50 points. Since the deadline for application submittal several events have transpired which eliminate risk from the project. First, a Determination of Adequacy has been issued which completes the environmental review and approval process (attached). This would provide 100% points earning for the environmental documentation category. Second, property appraisals have been made which would provide 50% points earning for the right-of-way category. It is requested the application be re-evaluated to recognize these advancements in risk reduction.

In summary, a re-evaluation of the above criteria should result in a higher ranking of this project which is critical because this project cannot wait for a future year solicitation. If this project were advanced now it could be added to the Metro Green Line Extension contractor's scope of work. If it is not selected it will need to be constructed at a later date through a more expensive change order, or worse yet, while the line is operational resulting in severe impacts to existing service.

Scoring Review:

Risk Assessment is scored based on progress at the time of the application deadline. No new information will be considered in scoring. If this were allowed, we would have to go back to all applicants of all categories to get updated progress.

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.

Transit Expansion

Application 5209: Local Service Expansion in Rosemount



October 31, 2016

Elaine Koutsoukos
 Transportation Advisory Board Coordinator
 Metropolitan Council
 390 N. Robert Street
 Saint Paul, MN 55101

Re: 2016 Regional Solicitation Re-evaluation Request

Dear Elaine:

Thank you for sharing draft scores from the 2016 Regional Solicitation. The purpose of this letter is to request a formal appeal for two Minnesota Valley Transit Authority (MVTA) transit service projects.

MVTA appreciates the opportunity to review and request re-evaluation. We respectfully request reconsideration of the following scoring measures that we believe do not fully capture the benefits of our proposed projects.

Transit Expansion Project: Local Service Expansion in Rosemount (ID 5209)

Criterion 5: Multimodal

Reason for Re-evaluation: It is our understanding that the scorer allocated points based on example multimodal elements provided in the scoring guidance. As shown in the table below, we believe the statements from our application are consistent with the scoring examples. Additionally, the scoring guidance specifically states that connectivity can be “via existing or added elements.” As described, the Rosemount service project would provide multimodal connectivity via existing trails, stops and transit stations. For these reasons, MVTA’s current score of 0 should be adjusted.

Application Statement	Scoring Guidance Example
<i>There is an extensive system of on and off-street bike routes and sidewalks ... the [Mississippi River River] trail and path system traverses Rosemount and is immediately adjacent to the Rosemount Transit station for easy access to the proposed transit route for bicyclists and other trail users. [Application Figure 2-5 shows bicycle and pedestrian facilities interconnecting with the proposed service.]</i>	Connects to transit stops accessible via bike
<i>There are three designated park and ride areas within the project area ... these park and ride facilities offer safe and efficient access to the proposed service expansion. [Photos provided with application include interior waiting area.]</i>	Connects to transit stops with safe/comfortable areas for pedestrians to walk or wait

Letter continued for with next application

Project description:

This application is for transit expansion in the Cities of Rosemount and Apple Valley, about 25 miles south of the Twin Cities. Rosemount and Apple Valley are suburban communities with approximately 23,000 and 50,000 residents, respectively, located in the northern half of Dakota County.

The proposed MVTA transit expansion will add a new local bus route (Route 422) with local stops and connections to existing stations such as Apple Valley Transit Station, Rosemount Transit Station and a new stop at Dakota County Technical College (DCTC). In 2016, DCTC conducted a survey that confirmed a transit need for existing students commuting from central Dakota County. The proposed route would require the purchase of three medium-duty transit buses for service during express periods. The service will operate on weekdays at 30 minute intervals based on demand, approximately 7 and 9 A.M. and 2 to 6 P.M. with stop locations planned to maximize efficiency, ridership, and make use of interconnected bike, vehicular, and pedestrian facilities.

Request:

Applicant requested re-evaluation of measure **5: Multimodal Elements and Existing Connections (100 points)**

5: Multimodal Elements and Existing Connections. The measure quantifies bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

Applicant’s Response to the Measure:

It is our understanding that the scorer allocated points based on example multimodal elements provided in the scoring guidance. As shown in the table below, we believe the statements from our application are consistent with the scoring examples. Additionally, the scoring guidance specifically states that connectivity can be “via existing or added elements.” As described, the Rosemount service project would provide multimodal connectivity via existing trails, stops and transit stations. For these reasons, MVTA’s current score of 0 should be adjusted.

Application Statement	Scoring Guidance Example
There is an extensive system of on and off-street bike routes and sidewalks ... the [Mississippi River River] trail and path system traverses Rosemount and is immediately adjacent to the Rosemount Transit station for easy access to the proposed transit route for bicyclists and other trail users. [Application Figure 2-5 shows bicycle and pedestrian facilities interconnecting with the proposed service.]	Connects to transit stops accessible via bike
There are three designated park and ride areas within the project area ... these park and ride facilities offer safe and efficient access to the proposed service expansion. [Photos provided with application include interior waiting area.]	Connects to transit stops with safe/comfortable areas for pedestrians to walk or wait

Scoring Review:

Application Statement	Response
There is an extensive system of on and off-street bike routes and sidewalks . . . [Mississippi River] trail and path system traverses Rosemount and is immediately adjacent to the Rosemount Transit station for easy access to the proposed transit route for bicyclists and other trail users. [Application Figure 2-5 shows bicycle and pedestrian facilities interconnecting with the proposed service.]	Agreed – the proposed transit service follows a new alignment and credit should be given for the multi-use trail connections to the new bus stops.
There are three designated park and ride areas within the project area . . . these park and ride facilities offer safe and efficient access to the proposed service expansion. [Photos provided with application include interior waiting area.]	Agreed – similar to the multi-use trail connections, credit should be provided for the new transit service connecting to these transit stations with enhanced waiting areas.

Recommended adjustments made in response:

- Travel Experience - + 5 points
- Transit Stop Bike Connections - + 5 points
- Transit Stop Ped Connections - + 5 points
- Total Adjustment: + 15 points

Scoring Committee Chair Opinion (Jan Lucke):

The Chair’s recommendation is to accept the change recommended in the response above and to change the score accordingly.

Transit Modernization
Application 4971: Route 444 Modernization

Letter continued for with next application

Transit Modernization Project: Route 444 in Savage, Burnsville, Eagan (ID 4971)

Criterion 5A: Travel Time Savings

Reason for Re-evaluation: The MVTA application indicates a travel time savings of 27% due to a service frequency increase that reduces passenger wait time by 15 minutes. MVTA staff does not understand how a project that provides travel time savings would result in a score of zero.

Additionally, this project is comparable to the Red Line 147th Street Skyway project in Apple Valley, which received 75 points. These projects are comparable because both reflect travel time savings achieved while off of the bus. In the case of the Apple Valley project, the time to walk between stations on the east and west sides of Cedar Avenue is reduced. In the case of MVTA's Route 444 project, the waiting time between trips is reduced which results in an overall shorter travel time. For these two reasons, MVTA believes the current score of 0 should be adjusted.

Criterion 6: Multimodal

Reason for Re-evaluation: Similar to our Rosemount project, it is MVTA's understanding that the scorer allocated points based on example multimodal elements provided in the scoring guidance. As shown in the table below, we believe the statements from our application are consistent with the scoring examples and scoring guidance to recognize connectivity via existing elements. As a result, MVTA's current score of 0 should be adjusted.

Application Statement	Scoring Guidance Example
<i>Route 444 buses utilize existing shoulders to avoid congested areas during peak hours and improve safety for users ... this transit advantage allows the routes to remain on time and reliable for users.</i>	Uses roadway shoulders or MnPASS lanes for faster service
<i>The Route 444 corridor runs parallel to and intersects with multiple Regional Bicycle Transportation Network corridors ... includ[ing] two Tier1 Alignments, one Tier2 Alignment, and eight RBTN corridors. In multiple locations, a designated RBTN alignment directly connects to an existing transit stop along the route, providing easy access from a variety of locations.</i>	Connects to transit stops accessible via bike
<i>MVTA Transit Stations are designed for the safe and efficient movement of pedestrians between modes. The Burnsville Transit Station, Cedar Grove Transit Station, and Mall of America Station all provide refuge for pedestrians with exterior and interior waiting areas. Transit shelters are provided at the various stops along the route.</i>	Connects to transit stops with safe/comfortable areas for pedestrians to walk or wait

Finally, MVTA would like to formally comment on criterion 2, Usage, in the Transit Modernization category. MVTA encourages the Transportation Advisory Board to re-consider how ridership is calculated for projects of regional significance and the impact that proportional scoring has when a project pulls ridership from multiple routes. In this case, a single project had such high ridership and received the full share of points (300)

while the next project received less than one-third of the points (96) due to the proportional calculation. One suggestion is to create a subcategory to distinguish between projects of regional significance and those of local significance. We encourage additional discussion regarding this measure.

Thanks again for the opportunity to comment. We appreciate your consideration and look forward to hearing back from you. Please contact me at jlehmann@mvta.com or 952-230-1234 with any questions related to this appeal.

Sincerely,

A handwritten signature in black ink, appearing to read "Jen Lehmann". The signature is fluid and cursive, with the first name "Jen" and last name "Lehmann" clearly distinguishable.

Jen Lehmann
Planning Manager

Project description:

The Route 444 Modernization project will improve the frequency of the existing Route 444 from 30 minutes to 15 minutes for weekday trips and from 60 minutes to 30 minutes for weekend trips. The fixed local route connects the cities of Savage, Burnsville, and Eagan to the Mall of America Transit Station in Bloomington. Route 444 weekday ridership in 2015 exceeded 260,300, with service to various destinations and over 30 connecting transit routes. Route 444 utilizes MN 77, CSAH 13, Travelers Trail, Burnsville Parkway, CSAH 5 and County Road 42 to connect Mall of America Transit Station, Cedar Grove Transit Station, Burnsville Transit Station, Burnsville Center and the Savage Park-and-Ride.

Request:

Applicant requested re-evaluation of measures **5A: Percent reduction in passenger travel time (75 points)** and **6: Bicycle and pedestrian elements of the project and connections (100 points)**.

5A: Percent reduction in passenger travel time. The measure quantifies the percent reduction in travel time that will result from the project's implementation.

Applicant's Response to the Measure:

The MVTA application indicates a travel time savings of 27% due to a service frequency increase that reduces passenger wait time by 15 minutes. MVTA staff does not understand how a project that provides travel time savings would result in a score of zero.

Additionally, this project is comparable to the Red Line 147th Street Skyway project in Apple Valley, which received 75 points. These projects are comparable because both reflect travel time savings achieved while off of the bus. In the case of the Apple Valley project, the time to walk between stations on the east and west sides of Cedar Avenue is reduced. In the case of MVTA's Route 444 project, the waiting time between trips is reduced which results in an overall shorter travel time. For these two reasons, MVTA believes the current score of 0 should be adjusted.

Scoring Review:

The scorer reviewed the appeal response and recognized that the Scoring Committee had acknowledged the use of passenger wait time in the travel time savings for Apple Valley Red Line project and had not reviewed with the same oversight for this project and an asterisk in the table did not allow for calculation of points for this measure. The scorer recommends that the Reduction in Travel Time points be assigned to this project and the scores be pro-rated with the correction.

Scoring Committee Chair Opinion (Jan Lucke):

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

6: Bicycle and pedestrian elements of the project and connections. The measure quantifies how the project will improve transit service to the users.

Applicant’s Response to the Measure:

It is MVTA’s understanding that the scorer allocated points based on example multimodal elements provided in the scoring guidance. As shown in the table below, we believe the statements from our application are consistent with the scoring examples and scoring guidance to recognize connectivity via existing elements. As a result, MVTA’s current score of 0 should be adjusted.

Application Statement	Scoring Guidance Example
Route 444 buses utilize existing shoulders to avoid congested areas during peak hours and improve safety for users ... this transit advantage allows the routes to remain on time and reliable for users.	Uses roadway shoulders or MnPASS lanes for faster service
The Route 444 corridor runs parallel to and intersects with multiple Regional Bicycle Transportation Network corridors ... includ[ing] two Tier1 Alignments, one Tier2 Alignment, and eight RBTN corridors. In multiple locations, a designated RBTN alignment directly connects to an existing transit stop along the route, providing easy access from a variety of locations.	Connects to transit stops accessible via bike
MVTA Transit Stations are designed for the safe and efficient movement of pedestrians between modes. The Burnsville Transit Station, Cedar Grove Transit Station, and Mall of America Station all provide refuge for pedestrians with exterior and interior waiting areas. Transit shelters are provided at the various stops along the route.	Connects to transit stops with safe/comfortable areas for pedestrians to walk or wait

Scoring Review:

Application Statement	Scoring Guidance	Response
Route 444 buses utilize existing shoulders to avoid congested areas during peak hours and improve safety for users . . . this transit advantage allows the routes to remain on time and reliable for users.	Uses roadway shoulders or MnPASS lanes for faster service.	Agreed – the use of roadway shoulders was missed in the evaluation. Additional credit for this component is warranted.
The Route 444 corridor runs parallel to and intersects with multiple Regional Bicycle Transportation Network corridors . . . include[ing] two Tier 1 Alignments, one Tier 2 Alignment, and eight RTBN corridors. In multiple locations, a designated RTBN alignment directly connects to an existing transit stop along the route, providing easy access from a variety of locations.	Connects to transit stops accessible via bike.	No Adjustment is recommended – in this case, the proposed increase in transit service frequency would provide a marginal increase in bike accessibility.
MVTA Transit Stations are designated for the safe and efficient movement of pedestrians between modes. The Burnsville Transit Station, Cedar Grove Transit Station, and Mall of America Station all provide refuge for pedestrians with exterior and interior waiting areas. Transit shelters are provided at the various stops along the route.	Connects to transit stops with safe / comfortable areas for pedestrians to walk or wait.	No Adjustment is recommended – in this case, the proposed increase in transit service frequency would provide a marginal increase in pedestrian safety and comfort.

Adjustments made in scoring:

MnPass / Shoulder Integration -	<u>+ 10 points</u>
Total Adjustment:	+ 10 points

Scoring Committee Chair Opinion (Jan Lucke):

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

Multiuse Trails and Bicycle Facilities

Application 5275: Minnesota Valley State Trail-Bloomington Section

2016 Regional Solicitation Scoring Appeal

Project: MN Valley State Trail-Bloomington Segment

ID: 5275

Criteria 3A-Socio Economic Conditions

- There may have been a discrepancy between the results displayed on the map entitled “Socio-Economic Conditions” and the results indicated on the application itself. Please check to ensure that the scorer acknowledged that the “Project Census Tracts are above the regional average for population in poverty or population of color”.
- Though the Bloomington Segment will be built on the north side of the river immediately adjacent to a more affluent part of Bloomington, please take into account that this segment will connect existing trail segments that directly serve more diverse populations. As was mentioned in our answer to question 1, the MN Valley State Trail is developed as a paved trail west of Bloomington Ferry Bridge through Shakopee to Chaska. Much of this area is solidly above the regional average for population in poverty or population of color. The Bloomington Segment will also connect to less affluent areas south of the river via the Cedar Ave Bridge Trail and eventually via a bike/ped crossing that is planned as part of 35W bridge reconstruction.

Project description:

Minnesota Valley State Trail, Near Bloomington, Adjacent to Minnesota River, Crest Ave to Minnesota Valley National Wildlife Refuge Visitor Center, Construct 12.5 MI. Bike Trail

Request:

Applicant requested re-evaluation of measure **3A: Socio-Economic Conditions (50 points)**.

3A: Socio-Economic Conditions. The measures references the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above.

Applicant’s Response to the Measure:

There may have been a discrepancy between the results displayed on the map entitled “Socio-Economic Conditions” and the results indicated on the application itself. Please check to ensure that the scorer acknowledged that the “Project Census Tracts are above the regional average for population in poverty or population of color”.

Scoring Review:

The scorer reviewed Project 5275 and the appeal is correct. This should have been scored with a “0.6” geographic factor. Their application response incorrectly listed “Below Area Average...”, but the map clearly shows the trail proceeding through “Above Area Average...” The score calculations were updated. Overall, the score for 3A went from 5 to 7.5, rounded up to 8 points.

Scoring Committee Chair Opinion (Craig Jenson):

The Chair’s recommendation is to accept the change recommended in the response above and to change the score accordingly.

2016 Regional Solicitation Application Scoring

ROADWAY EXPANSION

						Prioritizing Criteria																
ID	Applicant	Project Name	FC	Funding Information		1. Role in Trans. System & Econ.				2. Usage		3. Equity and Housing		4. Age	5. Congestion/Air Quality		6. Safety	7. Mult	8. Risk A.	Prelim Total	9. CE	Grand Total
				Federal	Cumulative	1A	1B	1C	1D	2A	2B	3A	3B	4	5A	5B	6	7	8	0-1,000	0-100	0-1,100
5072	Brooklyn Center	Highway 252/66th Ave Interchange in Brooklyn Center	NFPA	\$7,000,000	\$7,000,000	51	22	21	7	110	56	26	69	24	100	23	150	100	61	820	28	848
5229	Scott County	Highway 169 and County Road 14 Hybrid Interchange in Louisville Township	NFPA	\$4,702,433	\$11,702,433	80	1	50	13	50	37	16	12	39	1	50	49	35	63	496	43	539
5374	Dayton	Brockton Lane Interchange in Dayton	Expander	\$7,000,000	\$18,702,433	80	5	11	11	32	41	14	33	69	75	0	6	55	75	507	18	525
5191	Roseville	Snelling Ave Expansion in Roseville	Augmentor	\$2,718,292	\$21,420,725	80	10	22	13	63	32	9	70	37	10	1	2	20	34	403	100	503
5212	Washington Co	Highway 36/Manning Ave Interchange in Multiple Townships	NPFA	\$7,000,000	\$28,420,725	49	3	15	12	69	42	6	42	45	28	5	55	45	52	468	20	488
4932	Richfield	77th St Underpass of Highway 77 in Richfield	Reliever	\$7,000,000	\$35,420,725	80	21	18	15	23	11	30	63	13	32	3	5	90	64	468	16	484
5149	Brooklyn Park	Highway 169/101st Ave Interchange	NFPA	\$7,000,000	\$42,420,725	24	7	14	11	73	65	18	70	26	15	1	0	70	72	466	10	476
5216	St. Paul	Pierce Butler Rt New Extension in St Paul	Augmentor	\$7,000,000	\$49,420,725	62	8	21	11	34	14	23	70	39	0	8	19	85	57	451	20	471
4883	Maple Grove	I-94/County Road 610 Interchange in Maple Grove	Expander	\$7,000,000	\$56,420,725	12	6	6	15	23	62	8	63	41	60	1	21	50	75	443	12	455
5251	Anoka County	Interstate 35/Highway 97 Interchange Expansion in Columbus	Reliever	\$7,000,000	\$63,420,725	53	1	11	14	33	24	8	58	31	41	7	41	25	63	410	20	430
5404	St. Paul	Vandalia St and Eliis Rd Expansion in St. Paul	Augmentor	\$4,470,000	\$67,890,725	14	30	23	7	61	7	9	70	48	0	0	0	75	36	380	34	414
5083	Carver County	Highway 41 Expansion in Chaska and Chanhassen	Expander	\$7,000,000	\$74,890,725	19	23	11	9	23	14	9	52	75	24	0	41	40	57	397	15	412
5372	Chanhassen	Highway 101 Expansion in Chanhassen	Expander	\$7,000,000	\$81,890,725	25	2	2	13	9	16	12	38	54	27	2	36	80	72	388	15	403
5166	Dakota County	70th St Expansion in Inver Grove Heights	Reliever	\$7,000,000	\$88,890,725	20	16	2	4	16	19	11	69	48	12	1	18	90	56	382	15	397
5224	Washington Co	Woodbury Dr Expansion in Woodbury	Expander	\$3,997,456	\$92,888,181	19	2	14	5	54	37	6	62	27	4	1	25	35	61	352	38	390
5228	Scott County	Texas Ave Expansion in Savage	Expander	\$7,000,000	\$99,888,181	37	1	16	4	13	13	11	43	41	3	0	23	65	65	335	17	352
5081	Anoka County	Bunker Lake Blvd Expansion in Ham Lake	Reliever	\$3,360,000	\$103,248,181	40	2	4	8	25	13	12	15	14	34	3	45	25	69	309	39	348
5178	Dakota County	Dodd Blvd and Kenwood Tr Roundabout in Lakeville	Expander	\$2,495,000	\$105,743,181	18	5	4	3	17	20	11	67	14	7	0	30	50	48	294	48	342
5082	Carver County	Engler Blvd Expansion in Chaska and Laketown Township	Expander	\$7,000,000	\$112,743,181	16	0	3	8	21	32	14	41	14	5	1	32	35	58	280	14	294
5253	Anoka County	Bunker Lake Blvd Expansion in Ramsey	Reliever	\$3,918,160	\$116,661,341	0	15	4	2	13	9	2	38	10	1	0	25	35	74	228	25	253
5375	St. Paul	Troutbrook Rd New Extension in St. Paul	NFPA	\$3,754,855	\$120,416,196	5	30	0	6	18	5	0	70	20	0	0	0	25	48	227	24	251

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

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

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

ROADWAY RECONSTRUCTION-MODERNIZATION

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

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

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

ROADWAY SYSTEM MANAGEMENT

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System & Econ.				2. Usage		3. Equity and Housing		4. Age	5. Congestion/Air Quality		6. Safety	7. Mult	8. Risk A.	Prelim Total	9. CE	Grand Total
					1A	1B	1C	1D	2A	2B	3A	3B*	4	5A	5B	6	7	8			
					0-55	0-30	0-30	0-10	0-85	0-40	0-30	0-70	0-75	0-150	0-50	0-200	0-100	0-75	0-1,000		
5218	Hennepin County	ITS Upgrades on 4 Corridors	\$ 1,760,000	\$ 1,760,000	46	30	30	10	44	32	30	69	70	150	17	200	100	47	875	100	975
5064	MnDOT	Signal Retiming in Eden Prairie	\$ 1,440,000	\$ 3,200,000	6	30	5	7	51	27	14	59	75	22	50	88	59	75	568	79	647
5200	St. Paul	Snelling and Lexington Avenue ITS technologies in St. Paul	\$ 2,001,320	\$ 5,201,320	19	30	10	6	85	40	26	70	75	2	9	0	99	59	530	53	583
5397	Washington County	Traffic Signal Communication Upgrades in Woodbury and Oakdale	\$ 654,880	\$ 5,856,200	55	7	6	3	32	35	9	57	0	0	0	0	45	75	324	100	424

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

2016 Regional Solicitation Application Scoring

BRIDGES

						Prioritizing Criteria																
						1. Role in Trans. System & Econ.				2. Usage		3. Equity / Housing		4. Infra.		5. Multimodal	6. Risk	Total	7. CE	Grand Total		
						1A	1B	1C	1D	2A	2B	3A	3B	4A	4B	5	6		7			
						Funding Information		0-115	0-30	0-35	0-15	0-100	0-30	0-30	0-70	0-300	0-100	0-100	0-75	0-1,000	0-100	0-1,100
ID	Applicant	Project Name	Functional Class of Road	Federal	Cumulative																	
4849	Hennepin County	West Broadway Ave Bridge in Robbinsdale and Minneapolis	Augmentor	\$7,000,000	\$7,000,000	115	8	18	15	92	30	27	63	300	100	85	73	926	17	943		
5300	St. Paul	Kellogg Blvd Bridge in St. Paul	Reliever	\$7,000,000	\$14,000,000	10	30	14	14	92	23	16	70	222	100	90	63	744	10	754		
4868	Hennepin County	Shoreline Drive Bridge in Orono	Expander	\$2,000,000	\$16,000,000	30	0	35	11	94	25	5	22	250	0	75	61	608	59	667		
4884	Ramsey County	County Road C Bridge in Roseville	Augmentor	\$4,471,200	\$20,471,200	4	3	13	14	45	14	6	69	233	100	65	50	616	27	643		
4867	Hennepin County	Shadywood Rd Bridge in Orono and Tonka Bay	Expander	\$1,520,000	\$21,991,200	40	2	33	8	64	20	7	9	192	0	75	75	525	67	592		
5407	Washington County	Stonebridge Tr Bridge in Stillwater	Expander	\$940,240	\$22,931,440	75	1	4	2	30	9	18	50	134	0	100	60	483	100	583		
5276	Minneapolis	Nicollet Ave Bridge in Minneapolis	Reliever	\$7,000,000	\$29,931,440	19	5	4	0	100	15	9	70	157	0	75	57	511	6	517		
5379	St. Paul	Lafayette Rd Bridge in St. Paul	Reliever	\$5,064,000	\$34,995,440	29	30	7	5	63	12	30	70	155	0	55	39	495	13	508		

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

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

TRANSIT EXPANSION-ORIGINAL

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System		2. Usage	3. Equity and Housing		4. Emissions Reductions	5. Multimodal	6. Risk	Total	7. CE	Grand Total
					1A	1B	2A	3A	3B	4	5	6			
					0-50	0-50	0-350	0-130	0-70	0-200	0-100	0-50	0-1,000		
5390	Metro Transit	Hennepin Ave Bus and Technology Improvements in Minneapolis	\$7,000,000	\$7,000,000	50	50	350	101	70	151	17	50	839	4	843
5391	Metro Transit	Lake St/Marshall Ave Bus and Technology Improvements in Minneapolis and St. Paul	\$7,000,000	\$14,000,000	29	16	247	126	70	196	17	50	751	5	756
5190	Metro Transit	Route 63 Service Improvement in St. Paul	\$6,122,444	\$20,122,444	50	34	76	126	70	153	0	50	559	9	568
5324	SouthWest Transit	SouthWest Transit Fixed Route Service to Mall of America	\$5,603,505	\$25,725,949	28	17	39	108	64	200	0	50	506	7	513
4847	Eden Prairie	Town Center LRT Station Construction in Eden Prairie	\$6,141,560	\$31,867,509	5	16	29	87	59	55	100	41	392	100	492
5338	SouthWest Transit	Expansion of Electric Bus Service in Eden Prairie, Chanhassen, Carver,	\$5,280,000	\$37,147,509	15	21	33	43	53	179	33	50	427	11	438
5322	SouthWest Transit	Service Between Plymouth and Eden Prairie	\$6,021,212	\$43,168,721	19	24	11	58	67	156	0	50	385	7	392
5333	Metro Transit	Route 363 Between St. Paul and Cottage Grove	\$5,906,267	\$49,074,988	17	40	25	76	47	53	50	50	358	5	363
5209	MVTA	Local Service Expansion in Rosemount	\$1,776,000	\$50,850,988	4	17	10	130	68	28	0	50	307	14	321
5421	Metro Transit	35W Service Extension in Lakeville	\$6,556,000	\$57,406,988	6	16	46	54	68	22	33	50	295	4	299

1A	Jobs and educational institutions
1B	Average number of weekday transit trips connected to project
2	New annual riders
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing Performance Scores
4	Total emissions reduced
5	Bicycle/Pedestrian elements and connections
6	Risk assessment
7	Cost effectiveness

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

TRANSIT EXPANSION-WITH COMMITTEE RECOMMENDED CHANGES

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System		2. Usage		3. Equity and Housing		4. Emissions Reductions	5. Multimodal	6. Risk	Total	7. CE	Grand Total
					1A	1B	2A	3A	3B	4	5	6				
					0-50	0-50	0-350	0-130	0-70	0-200	0-100	0-50	0-1,000	0-100		
5390	Metro Transit	Hennepin Ave Bus and Technology Improvements in Minneapolis	\$7,000,000	\$7,000,000	50	50	350	101	70	151	17	50	839	4	843	
5391	Metro Transit	Lake St/Marshall Ave Bus and Technology Improvements in Minneapolis and St. Paul	\$7,000,000	\$14,000,000	29	16	247	126	70	196	17	50	751	5	756	
5190	Metro Transit	Route 63 Service Improvement in St. Paul	\$6,122,444	\$20,122,444	50	34	76	126	70	153	0	50	559	9	568	
5324	SouthWest Transit	SouthWest Transit Fixed Route Service to Mall of America	\$5,603,505	\$25,725,949	28	17	39	108	64	200	0	50	506	7	513	
4847	Eden Prairie	Town Center LRT Station Construction in Eden Prairie	\$6,141,560	\$31,867,509	5	16	38	87	59	55	100	41	401	100	501	
5338	SouthWest Transit	Expansion of Electric Bus Service in Eden Prairie, Chanhassen, Carver,	\$5,280,000	\$37,147,509	15	21	33	43	53	179	33	50	427	11	438	
5322	SouthWest Transit	Service Between Plymouth and Eden Prairie	\$6,021,212	\$43,168,721	19	24	11	58	67	156	0	50	385	7	392	
5333	Metro Transit	Route 363 Between St. Paul and Cottage Grove	\$5,906,267	\$49,074,988	17	40	25	76	47	53	50	50	358	5	363	
5209	MVTA	Local Service Expansion in Rosemount	\$1,776,000	\$50,850,988	4	17	10	130	68	28	15	50	322	14	336	
5421	Metro Transit	35W Service Extension in Lakeville	\$6,556,000	\$57,406,988	6	16	46	54	68	22	33	50	295	4	299	

1A	Jobs and educational institutions
1B	Average number of weekday transit trips connected to project
2	New annual riders
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing Performance Scores
4	Total emissions reduced
5	Bicycle/Pedestrian elements and connections
6	Risk assessment
7	Cost effectiveness

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

TRANSIT Modernization

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

1A	Jobs and educational institutions
1B	Average number of weekday transit trips connected to project
2	New annual riders
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing Performance Scores
4	Total emissions reduced
5A	Percent travel time reduction
5B	Percent O&M cost reduction
5C	Project improvements for users
6	Bicycle/Pedestrian elements and connections
7	Risk assessment
8	Cost effectiveness

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

TRANSIT Modernization - With Committee Recommended Changes

ID	Applicant	Project Name	Early?	Year	Funding Information		Prioritizing Criteria											8. CE	Grand Total		
					Federal	Cumulative	1. Role in Trans. System & Econ.		2. Usage		3. Equity and Housing		4. Emissions Reductions	5. Service/Improvements			6. Multimodal			7. Risk	Total
							1A	1B	2A	3A	3B	4	5A	5B	5C	6	7			0-1,000	
4842	Metro Transit	Regional Communication Improvements by Metro Transit	Y-2017	2020	\$200,000	\$200,000	50	50	300	80	62	86	0	28	0	42	100	798	100	898	
5323	Metro Transit	Heywood II Bus Garage Construction in Minneapolis	Y-2017	2020	\$7,000,000	\$7,200,000	23	27	96	80	61	100	0	23	19	0	84	513	0	513	
5389	Metro Transit	Penn Ave Bus Stop Modernization Between Brooklyn Center and Minneapolis	Y-2018	2020	\$7,000,000	\$14,200,000	22	36	7	71	70	70	33	30	28	50	71	488	16	504	
5387	Metro Transit	Chicago Ave Corridor Bus Stop Modernization in Minneapolis	Y-2019	2020	\$7,000,000	\$21,200,000	22	39	17	71	70	70	36	30	28	58	48	489	0	489	
5442	Metro Transit	Blue Line Enhancement in Minneapolis	Y-2017	2020	\$7,000,000	\$28,200,000	28	25	92	36	70	74	0	36	9	0	95	465	1	466	
5399	Apple Valley	Red Line 147th Street Station Skyway in Apple Valley	Y-2018	2020	\$3,300,000	\$31,500,000	3	16	1	43	67	35	47	27	23	100	90	452	8	460	
5388	Metro Transit	Emerson and Freemont Ave Bus Stop Modernization in Minneapolis	Y-2019	2020	\$7,000,000	\$38,500,000	3	24	17	71	70	70	36	30	28	50	45	444	0	444	
5326	Metro Transit	Green Line Energy Storage Recovery System in Minneapolis and St. Paul	Y-2017	2020	\$3,200,000	\$41,700,000	26	25	49	36	70	74	0	31	0	0	100	411	16	427	
4971	MVTA	Route 444 Modernization in Savage, Burnsville, Eagan, Bloomington	Y-2017	2020	\$5,600,000	\$47,300,000	4	22	1	37	68	93	75	0	5	17	100	422	1	423	
5342	Metro Transit	Hennepin Ave Customer Facility Improvements in Minneapolis	N	2020	\$3,452,800	\$50,752,800	10	29	33	43	70	74	0	28	28	50	45	410	8	418	
5291	Metro Transit	Purchase of five electric buses for Routes 10, 59, and 118	Y-2018	2020	\$4,000,000	\$54,752,800	27	30	8	80	61	70	0	31	0	0	100	407	1	408	
5343	Metro Transit	5th/6th Street Customer Facility Improvements in St. Paul	N	2020	\$3,009,600	\$57,762,400	5	24	41	50	70	63	0	11	28	33	42	367	0	367	
5426	Metro Transit	12th Street Transit-Only Ramp Construction in Minneapolis	Y-2018	2020	\$7,000,000	\$64,762,400	6	26	12	36	70	81	0	38	5	0	71	345	16	361	

1A	Jobs and educational institutions
1B	Average number of weekday transit trips connected to project
2	New annual riders
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing Performance Scores
4	Total emissions reduced
5A	Percent travel time reduction
5B	Percent O&M cost reduction
5C	Project improvements for users
6	Bicycle/Pedestrian elements and connections
7	Risk assessment

2016 Regional Solicitation Application Scoring

TDM - ORIGINAL

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System & Econ.	2. Usage	3. Equity / Housing		4. Cong. Mit. AQ		5. Innovation	6. Risk Assessment		Total	7. CE	Grand Total
			Federal	Cumulative	1	2	3A	3B	4A	4B	5	6A	6B			
					0-100	0-100	0-80	0-70	0-200	0-200	0-200	0-25	0-25	0-1,000		
5312	St. Paul Smart Trips	St. Paul Smart Trips Colleges as Hubs for TDM Innovation Pilot Program	\$132,000	\$132,000	100	27	60	34	200	39	200	22	0	682	100	782
5015	Nice Ride MN	Nice Ride Densification and Infill Initiative in Minneapolis	\$300,000	\$432,000	80	32	70	70	113	152	100	24	15	656	35	691
5370	MVTA	Transportation Management Association for Scott and Dakota Counties	\$241,600	\$673,600	60	100	40	64	75	11	175	23	25	573	46	619
4886	CarFreeLife	Shared Mobility, Community Outreach and Development Program Demonstration in Minneapolis and St. Paul	\$200,000	\$873,600	40	0	60	70	13	200	150	17	0	550	53	603
5430	Scott County	Multimodal Outreach and Marketing Coordinator for Scott County	\$119,200	\$992,800	20	30	60	43	38	2	125	23	25	366	59	425
5310	Cycles for Change	Learn to Ride a Bicycle Program Expansion in Minneapolis and St. Paul	\$266,195	\$1,258,995	40	0	80	70	50	3	50	25	15	333	24	357

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

2016 Regional Solicitation Application Scoring

TDM-WITH SCORING COMMITTEE RECOMMENDED CHANGES

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System & Econ.	2. Usage	3. Equity / Housing		4. Cong. Mit. AQ		5. Innovation	6. Risk Assessment		Total	7. CE	Grand Total
					1	2	3A	3B	4A	4B	5	6A	6B			
					0-100	0-100	0-80	0-70	0-200	0-200	0-200	0-25	0-25	0-1,000		
5312	St. Paul Smart Trips	St. Paul Smart Trips Colleges as Hubs for TDM Innovation Pilot Program	Federal	Cumulative												
			\$132,000	\$132,000	100	6	60	34	200	39	200	22	0	661	100	761
4886	CarFreeLife	Shared Mobility, Community Outreach and Development Program Demonstration in Minneapolis and St. Paul	\$200,000	\$332,000	40	100	60	70	13	200	150	17	0	650	65	715
5015	Nice Ride MN	Nice Ride Densification and Infill Initiative in Minneapolis	\$300,000	\$632,000	80	7	70	70	113	152	100	24	15	631	35	666
5370	MVTA	Transportation Management Association for Scott and Dakota Counties	\$241,600	\$873,600	60	23	40	64	75	11	175	23	25	496	41	537
5430	Scott County	Multimodal Outreach and Marketing Coordinator for Scott County	\$119,200	\$992,800	20	7	60	43	38	2	125	23	25	343	57	400
5310	Cycles for Change	Learn to Ride a Bicycle Program Expansion in Minneapolis and St. Paul	\$266,195	\$1,258,995	40	17	80	70	50	3	50	25	15	350	26	376

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

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

MULTIUSE TRAILS AND BICYCLE FACILITIES

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria									7. CE	Grand Total		
			Federal	Cumulative	1. Role in Trans. System & Econ.		2. Usage		3. Equity and Housing		4. Safety		5. Multimodal			6. Risk	Total
					0-200	0-200	0-50	0-70	0-100	0-150	0-100	0-130	0-1,000				
5217	Hennepin County	Creating Critical Bicycle Transportation Link on Portland Avenue (CSAH 35) at the Crosstown Highway (TH 62)	\$750,176	\$750,176	200	92	26	62	90	145	100	119	834	100	934		
5394	Minneapolis	Queen Avenue Bicycle Boulevard	\$1,000,000	\$1,750,176	150	193	50	70	74	132	90	91	850	76	926		
5238	St. Paul	Johnson Parkway Trail (Grand Round)	\$5,500,000	\$7,250,176	200	123	50	70	88	128	100	124	883	14	897		
5202	Bloomington	France Avenue Trail	\$2,803,313	\$10,053,489	200	159	26	70	89	140	85	83	852	27	879		
5156	St. Paul	Como Ave Trail - Grand Round	\$5,058,000	\$15,111,489	200	132	34	56	85	127	100	119	853	15	868		
5419	West St. Paul	West St. Paul Oakdale and Marie Trail Extension`	\$1,195,360	\$16,306,849	200	68	40	62	75	123	90	100	758	57	815		
5079	St. Louis Park	Dakota-Edgewood Trail Bridge Crossing	\$2,918,400	\$19,225,249	200	107	30	70	85	122	60	111	785	24	809		
5184	Burnsville	Cliff Road Improvement Trail Project	\$676,000	\$19,901,249	175	52	19	69	77	132	75	111	710	94	804		
5313	Dakota County	Dakota County Robert Street Trail Connection	\$656,000	\$20,557,249	150	71	40	62	66	122	85	104	700	96	796		
5071	Brooklyn Center	TH 252 Pedestrian Overpass at 70th Avenue North	\$1,902,640	\$22,459,889	125	73	50	70	77	150	75	119	739	35	774		
5284	St. Paul	Bruce Vento Bicycle & Pedestrian Bridge Connection	\$5,500,000	\$27,959,889	150	178	50	70	100	80	30	106	764	6	770		
5420	West St. Paul	West St. Paul Wentworth Avenue Trail Gap	\$984,000	\$28,943,889	175	57	26	62	79	123	75	108	705	64	769		
5275	MnDNR	Minnesota Valley State Trail-Bloomington Section	\$1,880,000	\$30,823,889	175	200	5	70	91	75	20	96	732	35	767		
5285	Minneapolis	Prospect Park Trail	\$2,140,800	\$32,964,689	150	124	26	70	81	120	85	76	732	31	763		
5231	Scott County	US 169 Pedestrian/Bicycle Bridge	\$870,080	\$33,834,769	125	49	30	67	82	145	70	119	687	71	758		
5260	St. Paul	Fish Hatchery Trail Reconstruction	\$1,801,600	\$35,636,369	200	61	23	70	85	120	40	119	718	36	754		
5314	Dakota County	Dakota County CSAH 42 Trail Gap and Underpass	\$1,256,000	\$36,892,369	175	52	13	67	88	120	65	104	684	49	733		
5168	Dakota County	Dakota County Minnesota River Greenway Eagan South	\$4,016,000	\$40,908,369	200	91	23	70	92	120	25	95	716	16	732		
5018	Lino Lakes	Lino Lakes CSAH 14 Trail	\$880,000	\$41,788,369	175	22	20	52	80	135	60	111	655	67	722		
5432	Mendota Heights	Mendota Heights Dodd Road Trail Extension	\$1,487,712	\$43,276,081	200	63	13	18	87	120	75	95	671	41	712		
5294	Minneapolis	36th Street Bicycle and Pedestrian Connection	\$3,195,926	\$46,472,007	125	108	26	70	75	75	100	113	692	19	711		
4933	Dakota County	Dakota County River to River Greenway Dodd Road Underpass	\$672,000	\$47,144,007	200	28	10	18	69	115	55	119	614	82	696		
5172	Ramsey County	Bruce Vento Regional Trail Extension - Buerkle Road to Highway 96	\$4,100,000	\$51,244,007	200	90	23	62	100	80	40	76	671	15	686		
4848	Eden Prairie	Flying Cloud Drive Regional Trail	\$2,836,000	\$54,080,007	125	67	30	59	96	125	65	87	654	21	675		
5155	Brooklyn Park	Rush Creek Regional Trail Grade Separations at Hennepin CSAH 103 and Future Xylon Avenue	\$1,539,551	\$55,619,558	175	36	34	70	83	79	45	105	627	37	664		
4874	Three Rivers Park District	Lake Minnetonka LRT Regional Trail Bridge over CSAH 19	\$2,926,724	\$58,546,282	200	23	13	6	83	130	55	125	635	20	655		
5233	Ramsey (City)	Mississippi Skyway - Multiuse Bridge and Regional Transportation Systems Connector	\$3,626,160	\$62,172,442	150	15	20	38	78	135	60	130	626	16	642		
5408	Rosemount	Rosemount Greenway Downtown Connection	\$1,360,000	\$63,532,442	125	39	18	69	71	110	65	100	597	39	636		
5145	Edina	Valley View Road Bicycle Lane Extension, W 64th St to W 66th St	\$1,600,000	\$65,132,442	125	95	10	45	84	78	60	104	601	34	635		
5348	Hennepin County	Hopkins to Chaska LRT Corridor Slope Restoration	\$1,420,800	\$66,553,242	200	25	8	38	78	100	40	108	597	38	635		
5089	Carver County	Lake Minnetonka LRT Regional Trail - Stieger Lake boat launch to Rolling Acres Road	\$477,040	\$67,030,282	200	24	18	22	84	60	10	103	521	99	620		
5413	Farmington	Farmington North Creek Greenway Gap	\$1,043,480	\$68,073,762	175	40	13	56	73	70	25	104	556	48	604		
5177	Oakdale	4th Street Bridge Widening With Paved Trail From Hadley Ave No. and 4th Street to Helmo Ave. and 4th Street	\$1,091,200	\$69,164,962	50	87	23	62	83	70	70	105	550	45	595		
5273	Edina	Replacement of Rosland Park Pedestrian & Bicycle Bridge over TH 62	\$1,993,200	\$71,158,162	50	107	8	45	88	75	40	112	525	24	549		
5186	Shakopee	US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail	\$2,173,628	\$73,331,790	50	23	19	67	86	85	40	126	496	21	517		
5088	Carver County	Lake Waconia Regional Trail	\$754,960	\$74,086,750	150	17	13	44	62	55	15	103	459	55	514		
5405	Anoka County	Rum River Regional Trail Expansion	\$1,063,040	\$75,149,790	50	11	18	13	69	130	25	107	423	36	459		
5254	Anoka County	TH 47 Pedestrian Crossing and Associated Improvements	\$1,471,680	\$76,621,470	50	19	19	19	77	75	40	107	406	25	431		
5269	Washington County	CSAH 5/Stonebridge Trail Connection to the Brown's Creek State Trail	\$1,426,800	\$78,048,270	50	19	19	60	74	72	10	97	401	25	426		

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

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

MULTIUSE TRAILS AND BICYCLE FACILITIES-WITH RECOMMENDED CHANGES

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria									7. CE	Grand Total
			Federal	Cumulative	1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing		4. Safety		5. Multimodal	6. Risk	Total		
					0-200	0-200	3A	3B*	4A	4B	5	6	0-1,000		
					0-200	0-200	0-50	0-70	0-100	0-150	0-100	0-130	0-1,000	0-100	0-1,100
5217	Hennepin County	Creating Critical Bicycle Transportation Link on Portland Avenue (CSAH 35) at the Crosstown Highway (TH 62)	\$750,176	\$750,176	200	92	26	62	90	145	100	119	834	100	934
5394	Minneapolis	Queen Avenue Bicycle Boulevard	\$1,000,000	\$1,750,176	150	193	50	70	74	132	90	91	850	76	926
5238	St. Paul	Johnson Parkway Trail (Grand Round)	\$5,500,000	\$7,250,176	200	123	50	70	88	128	100	124	883	14	897
5202	Bloomington	France Avenue Trail	\$2,803,313	\$10,053,489	200	159	26	70	89	140	85	83	852	27	879
5156	St. Paul	Como Ave Trail - Grand Round	\$5,058,000	\$15,111,489	200	132	34	56	85	127	100	119	853	15	868
5419	West St. Paul	West St. Paul Oakdale and Marie Trail Extension`	\$1,195,360	\$16,306,849	200	68	40	62	75	123	90	100	758	57	815
5079	St. Louis Park	Dakota-Edgewood Trail Bridge Crossing	\$2,918,400	\$19,225,249	200	107	30	70	85	122	60	111	785	24	809
5184	Burnsville	Cliff Road Improvement Trail Project	\$676,000	\$19,901,249	175	52	19	69	77	132	75	111	710	94	804
5313	Dakota County	Dakota County Robert Street Trail Connection	\$656,000	\$20,557,249	150	71	40	62	66	122	85	104	700	96	796
5071	Brooklyn Center	TH 252 Pedestrian Overpass at 70th Avenue North	\$1,902,640	\$22,459,889	125	73	50	70	77	150	75	119	739	35	774
5275	MnDNR	Minnesota Valley State Trail-Bloomington Section	\$1,880,000	\$24,339,889	175	200	8	70	91	75	20	96	735	35	770
5284	St. Paul	Bruce Vento Bicycle & Pedestrian Bridge Connection	\$5,500,000	\$29,839,889	150	178	50	70	100	80	30	106	764	6	770
5420	West St. Paul	West St. Paul Wentworth Avenue Trail Gap	\$984,000	\$30,823,889	175	57	26	62	79	123	75	108	705	64	769
5285	Minneapolis	Prospect Park Trail	\$2,140,800	\$32,964,689	150	124	26	70	81	120	85	76	732	31	763
5231	Scott County	US 169 Pedestrian/Bicycle Bridge	\$870,080	\$33,834,769	125	49	30	67	82	145	70	119	687	71	758
5260	St. Paul	Fish Hatchery Trail Reconstruction	\$1,801,600	\$35,636,369	200	61	23	70	85	120	40	119	718	36	754
5314	Dakota County	Dakota County CSAH 42 Trail Gap and Underpass	\$1,256,000	\$36,892,369	175	52	13	67	88	120	65	104	684	49	733
5168	Dakota County	Dakota County Minnesota River Greenway Eagan South	\$4,016,000	\$40,908,369	200	91	23	70	92	120	25	95	716	16	732
5018	Lino Lakes	Lino Lakes CSAH 14 Trail	\$880,000	\$41,788,369	175	22	20	52	80	135	60	111	655	67	722
5432	Mendota Heights	Mendota Heights Dodd Road Trail Extension	\$1,487,712	\$43,276,081	200	63	13	18	87	120	75	95	671	41	712
5294	Minneapolis	36th Street Bicycle and Pedestrian Connection	\$3,195,926	\$46,472,007	125	108	26	70	75	75	100	113	692	19	711
4933	Dakota County	Dakota County River to River Greenway Dodd Road Underpass	\$672,000	\$47,144,007	200	28	10	18	69	115	55	119	614	82	696
5172	Ramsey County	Bruce Vento Regional Trail Extension - Buerkle Road to Highway 96	\$4,100,000	\$51,244,007	200	90	23	62	100	80	40	76	671	15	686
4848	Eden Prairie	Flying Cloud Drive Regional Trail	\$2,836,000	\$54,080,007	125	67	30	59	96	125	65	87	654	21	675
5155	Brooklyn Park	Rush Creek Regional Trail Grade Separations at Hennepin CSAH 103 and Future Xylon Avenue	\$1,539,551	\$55,619,558	175	36	34	70	83	79	45	105	627	37	664
4874	Three Rivers Park District	Lake Minnetonka LRT Regional Trail Bridge over CSAH 19	\$2,926,724	\$58,546,282	200	23	13	6	83	130	55	125	635	20	655
5233	Ramsey (City)	Mississippi Skyway - Multiuse Bridge and Regional Transportation Systems Connector	\$3,626,160	\$62,172,442	150	15	20	38	78	135	60	130	626	16	642
5408	Rosemount	Rosemount Greenway Downtown Connection	\$1,360,000	\$63,532,442	125	39	18	69	71	110	65	100	597	39	636
5145	Edina	Valley View Road Bicycle Lane Extension, W 64th St to W 66th St	\$1,600,000	\$65,132,442	125	95	10	45	84	78	60	104	601	34	635
5348	Hennepin County	Hopkins to Chaska LRT Corridor Slope Restoration	\$1,420,800	\$66,553,242	200	25	8	38	78	100	40	108	597	38	635
5089	Carver County	Lake Minnetonka LRT Regional Trail - Stieger Lake boat launch to Rolling Acres Road	\$477,040	\$67,030,282	200	24	18	22	84	60	10	103	521	99	620
5413	Farmington	Farmington North Creek Greenway Gap	\$1,043,480	\$68,073,762	175	40	13	56	73	70	25	104	556	48	604
5177	Oakdale	4th Street Bridge Widening With Paved Trail From Hadley Ave No. and 4th Street to Helmo Ave. and 4th Street	\$1,091,200	\$69,164,962	50	87	23	62	83	70	70	105	550	45	595
5273	Edina	Replacement of Rosland Park Pedestrian & Bicycle Bridge over TH 62	\$1,993,200	\$71,158,162	50	107	8	45	88	75	40	112	525	24	549
5186	Shakopee	US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail	\$2,173,628	\$73,331,790	50	23	19	67	86	85	40	126	496	21	517
5088	Carver County	Lake Waconia Regional Trail	\$754,960	\$74,086,750	150	17	13	44	62	55	15	103	459	55	514
5405	Anoka County	Rum River Regional Trail Expansion	\$1,063,040	\$75,149,790	50	11	18	13	69	130	25	107	423	36	459
5254	Anoka County	TH 47 Pedestrian Crossing and Associated Improvements	\$1,471,680	\$76,621,470	50	19	19	19	77	75	40	107	406	25	431
5269	Washington County	CSAH 5/Stonebridge Trail Connection to the Brown's Creek State Trail	\$1,426,800	\$1,426,800	50	19	19	60	74	72	10	97	401	25	426

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

2016 Regional Solicitation Application Scoring

PEDESTRIAN FACILITIES

					Prioritizing Criteria											
					1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing		4. Safety		5. Multimodal	6. Risk	Total	7. CE	Grand Total	
					1	2	3A	3B	4A	4B	5	6		7		
					0-150	0-150	0-50	0-70	0-120	0-180	0-150	0-130	0-1,000	0-100	0-1,100	
ID	Applicant	Project Name	Funding Information	Cumulative												
5080	St. Louis Park	Beltline Blvd Pedestrian Improvements in St. Louis Park	\$560,000	\$560,000	115	105	26	70	100	180	136	120	852	70	922	
5090	St. Paul	Payne-Phalen Sidewalk Gap Infill Construction in St. Paul	\$780,000	\$1,340,000	150	144	50	70	70	130	70	125	809	43	852	
5438	Hennepin County	46th Street Pedestrian Improvements in Minneapolis	\$506,480	\$1,846,480	35	150	34	70	60	140	150	130	769	70	839	
5436	Hennepin County	Lake St/Excelsior Blvd Pedestrian Improvements in Minneapolis	\$706,160	\$2,552,640	53	74	18	70	80	150	144	116	705	46	751	
5331	South St. Paul	Wentworth Avenue Sidewalk Improvements in South St. Paul	\$287,200	\$2,839,840	109	67	23	70	80	130	28	119	626	100	726	
5412	Dakota County	Southview Blvd Sidewalk Improvements in South St. Paul	\$1,000,000	\$3,839,840	45	82	30	70	90	160	90	124	691	8	699	
5199	Shorewood	Galpin Lake Road Pedestrian Walkway in Shorewood	\$1,000,000	\$4,839,840	23	47	12	12	120	140	36	128	518	24	542	

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

2016 Regional Solicitation Application Scoring

Prioritizing Criteria

SAFE ROUTES TO SCHOOL INFRASTRUCTURE

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria										6. CE	Grand Total
					1. SRTS Program Elements	2. Usage		3. Equity and Housing		4. Safety		5. Public Engagement / Risk		Total		
					1	2A	2B	3A	3B	4A	4B	5A	5B	0-1,000		
			Federal	Cumulative	0-250	0-170	0-80	0-50	0-70	0-100	0-150	0-45	0-85	0-1,000	6	0-1,100
5429	St. Paul	Expo Area School SRTS Improvements in St. Paul	\$498,400	\$498,400	250	170	30	26	70	70	122	35	85	858	100	958
5431	St. Paul	Washington Tech SRTS Improvements	\$816,000	\$1,314,400	173	31	80	50	70	53	97	25	85	664	47	711
5195	Carver County	US 212 SRTS Crossing in Norwood Young America	\$1,225,360	\$2,539,760	116	46	70	34	29	100	150	45	78	668	32	700

1	Describe how project addresses 5 Es of SRTS program
2A	Average share of student population that bikes or walks
2B	Student population within school's walkshed
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing Performance Scores
4A	Gaps and Barriers
4B	Deficiencies/Safety
5A	Public engagement process
5B	Risk assessment
6	Cost Effectiveness

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2016-58

DATE: November 17, 2016

TO: TAC Funding and Programming Committee

PREPARED BY: Steve Peterson, Manager of Highway Planning and TAB/TAC Process
(651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Regional Solicitation Inflation Adjustment

REQUESTED ACTION: Recommend an inflation adjustment, if needed, for Regional Solicitation projects

RECOMMENDED MOTION: That TAC Funding & Programming Committee recommend to TAC an inflation adjustment, if needed, for Regional Solicitation projects

BACKGROUND AND PURPOSE OF ACTION: As part of the Regional Solicitation process, TAB must determine whether an inflation adjustment should be added to project awards. When applicants apply to the Regional Solicitation, the cost estimates are prepared in current year dollars (2016). However, projects are programmed for 2017, 2018, 2019, 2020, and 2021. For the 2014 Regional Solicitation, TAB approved a 2% annual inflation factor so that projects programmed for 2017 received an additional 4%, 2018 projects received an additional 6%, and 2019 projects received an additional 8%.

For other recent TAB actions such as the 2014 CMAQ solicitation or the July 2016 funding reallocation, no inflation was given to the projects.

The following table displays the amount of funding available for distribution through the 2016 Regional Solicitation by year.

Regional Solicitation Funds Available for 2017-2021*

Source of Regional Solicitation Funds	2018	2019	2020	2021	Total
FAST Act Funding			\$89,387,700	\$89,387,700	
Remaining 2018/2019 Funds After July 2016 Reallocation	\$12,743,948	\$6,871,033			
Trail Projects (Withdrawal and Scope Change)	\$404,720				
Transit Project Close Out Under Budget**	\$353,855				
Hennepin County Trail Scope Change Reduction***	\$2,119,000				
Totals	\$15,621,523	\$6,871,033	\$89,387,700	\$89,387,700	\$201,267,965

*There is also \$1.2M for Innovative Travel Demand Management (TDM) projects that is available in 2018/2019 that was set aside by TAB in the 2014 Regional Solicitation for this purpose.

**There is some flexibility in the program year for these transit funds.

***Funds officially available by the end of 2016

STAFF ANALYSIS: Staff has analyzed two separate approaches that are described below:

Option 1: Do not adjust project awards for inflation

While inflation has been added to selected projects in the past, a different approach may be warranted for this Regional Solicitation. More projects were submitted for the 2016 Regional Solicitation and the average amount requested by each project increased compared to the 2014 Regional Solicitation. The combination of these two factors may result in a higher number of projects not being awarded funding. This impact will be most strongly felt in the Roadways and Transit modal areas because of an increase in the number of applications received (e.g., an increase of Roadway Modernization projects from 21 to 35 and an increase in Transit Modernization projects from 1 to 13).

An analysis of the 2014 Regional Solicitation was completed to determine the effect on the number of projects selected if no inflation adjustment had been provided and those extra funds were used to fund additional projects within that same mode. The total inflation given to projects in the 2014 Regional Solicitation was approximately \$12 million. If the inflation from each project would have remained in its same mode, five additional projects could have been funded (two bridge projects, one transit project, and two bike/pedestrian projects).

For the 2016 Regional Solicitation, Option 2 (2% inflation/year) would result in a net loss of approximately \$15 million of additional projects compared to Option 1 (0% inflation). Based on TAB's modal ranges, Option 2 would result in a loss of approximately one to two roadway projects (\$9 million), one transit project (\$4 million), and one to two bike/pedestrian projects (\$2 million).

As a parallel to another funding program, the ongoing Highway Safety Improvement Program (HSIP) Scoring Committee, whose projects will be approved in January 2017, recommended that they would not give an inflation increase to selected projects (subject to TAB approval). This recommendation was made because of the high demand for HSIP funds and the desire to fund a higher number of vitally important safety projects.

Option 2: Apply an 8% inflation adjustment for 2020 projects and a 10% inflation adjustment for 2021 projects

MnDOT's Office of Project Management and Technical Support tracks historic and forecasted inflation rates. MnDOT suggests for 2% inflation for 2017, 7% inflation for 2018 and 2019, 6% for 2020, and 5% for 2021. Given the project applications were prepared in 2016 dollars, increases in inflation would occur from 2016 to 2021, depending on the assigned program year. Using MnDOT's forecasts, a project with a program year of 2020 would get 22% inflation, a project in 2021 program year would get 27%.

In the past, the TAB considered the forecasted levels provided by MnDOT, but usually sets the inflation levels lower for two reasons: 1) the fact that these were forecasts; and 2) use of high inflation levels reduced the number of projects that might be selected.

A more reasonable approach would be to use the Federal Reserve's present "target" for inflation, 2% per year. Using this rate would result in project awards being increased by 8% for 2020 and 10% by 2021. The large majority of the Regional Solicitation funds are for 2020 and 2021. Given the limited funding available for earlier years, no inflation would be recommended for projects in 2017, 2018, or 2019, if Option 2 were selected. It should be noted that adding inflation adjustment to projects will reduce the total number of projects selected.

RELATIONSHIP TO REGIONAL POLICY: The Regional Solicitation is a key responsibility of the TAB. The Regional Solicitation is part of the Metropolitan Council's federally required continuing, comprehensive and cooperative transportation planning process for the Twin Cities Metropolitan Area.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	

Information Item

DATE: November 9, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Developing Funding Alternatives for the Regional Solicitation

With final scores for the 2016 Regional Solicitation tabulated, the Funding & Programming Committee, TAC, and TAB will turn toward development of funding alternatives. In order to enable TAB to approve final funding options at its January 18, 2017, meeting, Funding & Programming will need to finalize scoring options by its December 15, 2016, meeting. Tasks for today's meeting are as follows:

Review Preliminary Funding Scenarios:

1. Base Scenario: Focused on the mid-points of the TAB-approved funding ranges (58% for Roadways, 27% for Transit, and 15% for Bicycle/Pedestrian) and then dividing the funding within each mode based on the number of applications received or total federal funding requested in each category compared to the other categories within the same mode.
2. Expansion-Heavy Scenario: Same modal splits as the Base Scenario, but tilted toward expansion projects in the Roadway and Transit modes.
3. Modernization-Heavy Scenario: Same modal splits as the Base Scenario, but tilted toward modernization projects in the Roadway and Transit modes.
4. Transit/Bike/Ped-Heavy Scenario: Based on using the top of the funding range for the Transit (35%) and Bicycle/Pedestrian (20%) modes and the lower end of the range for Roadways (48%). The funding was divided then within each mode based on the number of applications received or total federal funding requested in each category compared to the other categories within the same mode.
5. Roadway-Heavy Scenario: Based on using the top of the funding range in the Roadway mode (68%) and the lower end of the ranges for Transit (22%) and Bicycle/Pedestrian (10%). The funding was divided then within each mode based on the number of applications received or total federal funding requested in each category compared to the other categories within the same mode.

Review 2022 approach:

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

philosophy of funding projects that have been through a scoring process as opposed to providing more funds to higher-cost projects with federal capacity.

In the funding scenarios developed, one 2022 project was selected per mode. Projects for 2022 were selected primarily based on where there were small scoring gaps between the last funded project and the first unfunded project.

Identify Other Assumptions or Observations:

As directed by TAB, all funding scenarios assume that \$2.7 million is allocated off the top to the Travel Behavior Inventory. No other unique projects are shown as funded yet in the scenarios.

Many of the total scores are lower than in previous solicitations. This is largely the result of a change of scoring methodology that allocated scores proportional to the top-scoring project. When the the top-scoring project was an obvious outlier in one or more measures compared to the rest of the projects, then lower scores were seen for the other projects.