

Information Item

DATE: October 9, 2018
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
 Steve Peterson, Mgr. Highway Planning and TAB/TAC Process (651-602-1819)
SUBJECT: 2018 Regional Solicitation Scores

The projects submitted during the 2018 Regional Solicitation have been reviewed by teams of professionals from cities, counties, the Metropolitan Council, and state agencies. The draft scores, arranged by the ten application types, are attached. Also attached is the schedule for the remainder of the Regional Solicitation process. Scores will be provided to applicants on Friday, October 19. Applicants have until October 31 to appeal scores on specific measures. TAC Funding & Programming Committee will consider challenges at its November 15 meeting.

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

| Application Type | Applications | Funding | | |
|--------------------------------------|--------------|----------------------|----------------------|----------------------|
| | | Federal | Match | Total |
| Roadway Expansion | 17 | \$96,534,100 | \$147,978,518 | \$244,512,618 |
| Roadway Reconstruction/Modernization | 15 | \$77,975,520 | \$57,287,565 | \$135,263,085 |
| Traffic Management Technologies | 3 | \$5,905,600 | \$1,476,400 | \$7,382,000 |
| Bridges | 8 | \$39,558,012 | \$79,334,617 | \$118,892,629 |
| Transit Expansion ¹ | 9 | \$34,734,054 | \$8,683,513 | \$43,417,567 |
| Transit Modernization | 10 | \$43,275,306 | \$10,881,326 | \$54,156,632 |
| Travel Demand Management | 13 | \$4,058,335 | \$2,316,743 | \$6,375,078 |
| Multiuse Trails & Bicycle Facilities | 40 | \$96,371,349 | \$31,901,960 | \$128,273,309 |
| Pedestrian Facilities | 12 | \$8,789,368 | \$9,952,596 | \$18,741,964 |
| Safe Routes to School | 8 | \$5,554,550 | \$2,090,637 | \$7,645,187 |
| TOTAL | 135 | \$412,756,194 | \$351,903,875 | \$764,660,069 |

¹ Does not include one application moved out of these categories to be classified as a unique project.

Project Schedule

| Date | Process |
|------------|---|
| 5/18/2018 | Regional Solicitation Released. |
| 7/13/2018 | Application deadline – 4:00 P.M. |
| 8/16/2018 | TAC F&P Committee meeting: Qualifying appeals heard. |
| 8/20/2018 | Scoring committees begin evaluating all qualified applications. |
| 10/5/2018 | Scoring completed. Staff prepares results for TAC F&P Committee meeting (10/18/18). |
| 10/18/2018 | TAC F&P releases project scores. |
| 10/18/2018 | Scores distributed to applicants; appeal period begins. |
| 10/31/2018 | Scoring appeal deadline. |
| 11/15/2018 | TAC F&P Committee meeting: Scoring appeals reviewed, funding options developed. |
| 12/20/2018 | TAC F&P considers funding options presented by staff and votes to eliminate, modify or create options and forwards them to the TAC. |
| 1/2/2019 | TAC review of funding options and recommendation to TAB. |
| 1/16/2019 | TAB approval of funding recommendations; direct staff to include them in the draft 2020-2023 TIP. |

Use of Outliers

| Application Category | Measure | Description |
|-----------------------|---|--|
| Roadway Expansion | 5A. Vehicle Delay Reduction (100-point maximum) | Separated into two categories due to gap in scoring and difference in calculation approaches (system calculations and linear projects). Assigned system calculations score range from 100 to 50. Assigned remaining projects based on proportion to the score of 50. |
| | 2B. Jobs / Students (65) | Awarded 50 points to second-ranked application. That project would score 27 with the guidelines as written. Purpose was to improve the overall spread. |
| Roadway Recon/Mod | 5A. Vehicle Delay Reduction (50) | Awarded 40 points to second-ranked application. Following guidelines as written, no other projects would score 10 points, and only one would score more than three. |
| | 5B. Emissions Reduction (30) | Awarded full 30 points to second-ranked application. Following guidelines as written, all but three projects would score one or zero points, with the second-ranked application scoring five. |
| TDM | 6A. Technical Capacity (25) | Added an adjuster to change the spread from 25-to-18 to 25-to-14 to create a larger spread. |
| Pedestrian | 1. Jobs / Students (150) | Awarded full points to second-ranked application. This was done to improve the spread and because the top-ranked application was quite different from the rest of the projects. |
| | 2. Jobs / Students (150) | |
| Safe Routes to School | 2B. Student Population Within School's Walkshed | Applicants all interpreted this differently in terms of using all students vs. students enrolled at the school and age of students (Pre-K to 18 vs. age of students at school). Inconsistency in data sources. The score for this has been removed. |

2018 Regional Solicitation Application Scoring

ROADWAY EXPANSION

Prioritizing Criteria

| ID | Applicant | Project Name | 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 |
|-------|-------------------|---|---------------------|--------------|----------------------------------|------|------|----------|------|-----------------------|------|--------|---------------|------|-----------|---------|------------|--------------|-------|-------------|
| | | | Federal | Cumulative | 1A | 1B | 1C | 2A | 2B | 3A | 3B | 4 | 5A | 5B | 6 | 7 | 8 | | | |
| | | | | | 0-80 | 0-50 | 0-80 | 0-110 | 0-65 | 0-30 | 0-70 | 0-40 | 0-100 | 0-50 | 0-150 | 0-100 | 0-75 | 0-1,000 | | |
| 10639 | Anoka (City) | Hwy 10 and Thurston Ave/Cutters Grove Ave Interchange | \$7,000,000 | \$7,000,000 | 80 | 23 | 60 | 108 | 65 | 4 | 58 | 20 | 100 | 24 | 129 | 58 | 61 | 790 | 22 | 812 |
| 11045 | Scott County | TH 13 and Dakota Avenue Freight Access and | \$5,750,000 | \$12,750,000 | 45 | 20 | 80 | 91 | 42 | 11 | 41 | 24 | 81 | 50 | 141 | 66 | 53 | 745 | 55 | 800 |
| 10830 | Hennepin County | 85th Avenue Roadway Expansion Project in Brooklyn Park | \$7,000,000 | \$19,750,000 | 80 | 4 | 40 | 110 | 52 | 8 | 61 | 15 | 63 | 25 | 150 | 21 | 31 | 660 | 22 | 682 |
| 10914 | Maple Grove | CSAH 610/I-94 Interchange in Maple Grove | \$7,000,000 | \$26,750,000 | 62 | 7 | 10 | 54 | 24 | 8 | 53 | 24 | 76 | 29 | 59 | 34 | 66 | 506 | 20 | 526 |
| 10832 | Brooklyn Park | West Broadway Avenue Roadway Expansion in Brooklyn Park | \$7,000,000 | \$33,750,000 | 47 | 29 | 10 | 18 | 9 | 30 | 70 | 27 | 24 | 0 | 16 | 100 | 61 | 441 | 26 | 467 |
| 10936 | Dakota County | Lone Oak Road/70th Street West Expansion in Eagan and Inver Grove Heights | \$7,000,000 | \$40,750,000 | 70 | 28 | 10 | 13 | 14 | 8 | 57 | 28 | 7 | 0 | 79 | 76 | 49 | 439 | 21 | 460 |
| 10883 | Carver County | US Highway 212 Expansion from Cologne to Carver | \$7,000,000 | \$47,750,000 | 50 | 0 | 80 | 27 | 17 | 8 | 31 | 40 | 11 | 1 | 115 | 0 | 66 | 446 | 9 | 455 |
| 10919 | Dakota County | CSAH 70 Expansion in Lakeville | \$7,000,000 | \$54,750,000 | 54 | 23 | 80 | 21 | 12 | 5 | 56 | 19 | 48 | 3 | 72 | 6 | 35 | 434 | 20 | 454 |
| 10764 | Ramsey County | Lexington Parkway Connection in St. Paul | \$2,240,000 | \$56,990,000 | 76 | 12 | 10 | 9 | 13 | 0 | 70 | 25 | 39 | 2 | 0 | 39 | 49 | 344 | 100 | 444 |
| 11001 | Washington County | Helmo/Bielenberg Bridge in Oakdale and Woodbury | \$4,400,000 | \$61,390,000 | 80 | 10 | 0 | 15 | 8 | 11 | 62 | 16 | 50 | 3 | 5 | 59 | 52 | 371 | 55 | 426 |
| 10824 | Anoka County | I-35W and 85th Avenue Interchange in Blaine | \$6,120,680 | \$67,510,680 | 56 | 50 | 40 | 31 | 14 | 30 | 50 | 5 | 6 | 3 | 7 | 9 | 49 | 350 | 37 | 387 |
| 10972 | St. Paul | Troutbrook Road in St. Paul | \$4,500,000 | \$72,010,680 | 0 | 50 | 10 | 37 | 6 | 19 | 70 | 37 | 0 | 0 | 16 | 40 | 49 | 334 | 48 | 382 |
| 10822 | Anoka County | CSAH 14 (125th Ave NE) Expansion in Blaine | \$3,604,000 | \$75,614,680 | 40 | 1 | 0 | 22 | 15 | 5 | 58 | 12 | 27 | 1 | 10 | 50 | 75 | 316 | 57 | 373 |
| 10823 | Anoka County | Lexington Ave NE Expansion in Blaine | \$5,132,000 | \$80,746,680 | 68 | 14 | 0 | 44 | 27 | 5 | 58 | 6 | 4 | 0 | 15 | 0 | 75 | 316 | 40 | 356 |
| 10821 | Anoka County | 7th Avenue Expansion in Andover | \$6,593,600 | \$87,340,280 | 51 | 0 | 0 | 27 | 12 | 5 | 24 | 19 | 1 | 0 | 75 | 21 | 75 | 310 | 37 | 347 |
| 10818 | Anoka County | Round Lake Blvd Roadway Expansion in Andover | \$2,898,400 | \$90,238,680 | 80 | 1 | 0 | 26 | 15 | 5 | 24 | 17 | 1 | 0 | 18 | 20 | 52 | 259 | 71 | 330 |
| 10873 | Ramsey County | I-35WE/County Road J Interchange | \$7,000,000 | \$97,238,680 | 57 | 8 | 10 | 10 | 5 | 3 | 28 | 38 | 52 | 3 | 5 | 0 | 43 | 262 | 22 | 284 |

| | |
|----|---|
| 1A | Level of congestion and Principal Arterial Intersection Conversion Study priorities |
| 1B | Project location relative to Jobs, manufacturing, and education |
| 1C | Regional Truck Corridor Study tiers |
| 2A | Current daily person throughput |
| 2B | Forecast 2040 ADT |
| 3A | Connection to disadvantaged populations and project's benefits, impacts, and mitigation |
| 3 | Housing performance score |

| | |
|----|---|
| 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 |

2018 Regional Solicitation Application Scoring

Prioritizing Criteria

ROADWAY RECONSTRUCTION-MODERNIZATION AND SPOT MOBILITY

| ID | Applicant | Project Name | Funding Information | | 1. Role in Trans. System & Econ. | | 2. Usage | | 3. Equity / Housing | | 4. Age | | 5. Congest/AQ | | 6. Safety | 7. Mult | 8. Risk A. | Prelim Total | 9. CE | Grand Total | |
|-------|-------------------|--|---------------------|--------------|----------------------------------|------|----------|-------|---------------------|------|--------|------|---------------|------|-----------|---------|------------|--------------|-------|-------------|---------|
| | | | Federal | Cumulative | 0-65 | 0-40 | 0-65 | 0-110 | 0-65 | 0-30 | 0-70 | 0-50 | 0-100 | 0-50 | 0-30 | 6 | 7 | 8 | | | 0-1,000 |
| | | | | | 1A | 1B | 1C | 2A | 2B | 3A | 3B* | 4A | 4B | 5A | 5B | | | | | | |
| 11039 | State of MN | TH 169/TH 47 and TH 10 Interchange in Anoka | \$7,000,000 | \$7,000,000 | 65 | 34 | 65 | 110 | 65 | 13 | 58 | 42 | 99 | 40 | 30 | 115 | 35 | 53 | 824 | 17 | 841 |
| 10828 | Minneapolis | Hennepin Ave Reconstruction in Minneapolis | \$7,000,000 | \$14,000,000 | 44 | 40 | 45 | 108 | 50 | 29 | 70 | 47 | 89 | 9 | 5 | 150 | 100 | 30 | 816 | 23 | 839 |
| 10614 | Hennepin County | Lowry Ave NE Reconstruction in Minneapolis | \$7,000,000 | \$21,000,000 | 36 | 28 | 10 | 20 | 19 | 26 | 70 | 38 | 86 | 6 | 6 | 112 | 80 | 30 | 567 | 27 | 594 |
| 10777 | Minneapolis | 37th Ave NE Reconstruction in Minneapolis, Columbia Heights, and St. Anthony Village | \$7,000,000 | \$28,000,000 | 42 | 12 | 10 | 28 | 21 | 21 | 69 | 44 | 86 | 9 | 2 | 60 | 70 | 75 | 549 | 31 | 580 |
| 10817 | Anoka County | Bunker Lake Blvd and Ferry St intersection in Anoka and Ramsey | \$1,868,000 | \$29,868,000 | 33 | 17 | 25 | 21 | 29 | 16 | 57 | 30 | 65 | 50 | 30 | 7 | 35 | 53 | 468 | 100 | 568 |
| 10969 | Burnsville | Cliff Road at I-35W South Ramps Improvement Project | \$2,632,000 | \$32,500,000 | 0 | 26 | 65 | 27 | 30 | 16 | 69 | 30 | 100 | 0 | 0 | 4 | 55 | 64 | 486 | 74 | 560 |
| 10831 | Hennepin County | Osseo Road Reconstruction in Minneapolis | \$6,120,000 | \$38,620,000 | 28 | 10 | 25 | 51 | 18 | 11 | 70 | 46 | 79 | 9 | 11 | 28 | 85 | 49 | 520 | 34 | 554 |
| 10971 | Chaska | Highway 41 Improvements in Downtown Chaska | \$7,000,000 | \$45,620,000 | 16 | 6 | 25 | 31 | 37 | 27 | 66 | 25 | 94 | 7 | 1 | 49 | 75 | 64 | 523 | 20 | 543 |
| 10937 | Hennepin County | Marshall Street NE Reconstruction in Minneapolis | \$6,604,000 | \$52,224,000 | 0 | 40 | 65 | 14 | 13 | 29 | 70 | 44 | 69 | 0 | 0 | 12 | 85 | 51 | 492 | 30 | 522 |
| 10741 | South St Paul | Concord Street (TH 156) Improvements in South St. Paul | \$5,000,000 | \$57,224,000 | 0 | 26 | 65 | 20 | 19 | 30 | 69 | 32 | 99 | 0 | 0 | 1 | 75 | 55 | 491 | 23 | 514 |
| 10906 | Dakota County | Pilot Knob Rd and Cliff Rd Intersection in Eagan | \$3,134,000 | \$60,358,000 | 28 | 2 | 45 | 34 | 38 | 13 | 59 | 23 | 66 | 6 | 7 | 20 | 55 | 47 | 443 | 56 | 499 |
| 10887 | Scott County | McCull Drive Reconstruction in Savage and Shakopee | \$6,394,400 | \$66,752,400 | 65 | 14 | 10 | 11 | 16 | 8 | 41 | 35 | 100 | 12 | 8 | 4 | 80 | 58 | 462 | 29 | 491 |
| 10615 | Hennepin County | Minnetonka Blvd Reconstruction Project in St. Louis Park | \$7,000,000 | \$73,752,400 | 0 | 22 | 10 | 36 | 27 | 24 | 67 | 39 | 83 | 0 | 1 | 26 | 80 | 47 | 462 | 26 | 488 |
| 11002 | Washington County | 10th St and Keats Ave Roundabout in Lake Elmo | \$1,809,200 | \$75,561,600 | 17 | 2 | 0 | 14 | 27 | 13 | 15 | 25 | 31 | 14 | 9 | 18 | 55 | 75 | 315 | 69 | 384 |
| 10884 | Carver County | 70th Street Reconstruction from Ash Ave. S to CSAH 10 in Carver County | \$2,413,920 | \$77,975,520 | 0 | 0 | 0 | 5 | 6 | 7 | 19 | 50 | 69 | 0 | 0 | 23 | 30 | 58 | 267 | 44 | 311 |

| | |
|----|--|
| 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 |

2018 Regional Solicitation Application Scoring

Traffic Management Technologies

| | | | | Prioritizing Criteria | | | | | | | | | | | | | | | | | | | |
|-------|---------------|--|-------------|----------------------------------|----|------|------|----------|------|---------------|------|--------|----------------|------|-----------|------|---------|------------|--------------|-------|-------------|-------|---------|
| | | | | 1. Role in Trans. System & Econ. | | | | 2. Usage | | 3. Equity and | | 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 | 4 | 5A | 5B | 6A | 6B | 7 | 8 | | 9 | | | |
| | | | | Funding Information | | 0-50 | 0-50 | 0-50 | 0-25 | 0-85 | 0-40 | 0-30 | 0-70 | 0-75 | 0-150 | 0-50 | 0-50 | 0-150 | 0-50 | 0-75 | 0-1,000 | 0-100 | 0-1,100 |
| ID | Applicant | Project Name | Federal | Cumulative | | | | | | | | | | | | | | | | | | | |
| 10587 | St Paul | West Side Signalized Intersection Control Enhancements | \$1,465,600 | \$ 1,465,600 | 50 | 25 | 50 | 25 | 65 | 29 | 17 | 70 | 75 | 144 | 0 | 35 | 100 | 31 | 75 | 791 | 99 | 890 | |
| 11034 | Dakota County | CSAH 38 Roadway System Management in Dakota County | \$1,440,000 | \$ 2,905,600 | 50 | 25 | 50 | 13 | 85 | 37 | 11 | 67 | 55 | 85 | 50 | 50 | 150 | 42 | 18 | 788 | 100 | 888 | |
| 10907 | Minneapolis | City of Minneapolis ITS Upgrades and Enhancements | \$3,000,000 | \$ 5,905,600 | 50 | 50 | 50 | 20 | 81 | 40 | 30 | 70 | 65 | 150 | 0 | 0 | 50 | 50 | 62 | 768 | 47 | 815 | |

| | |
|----|--|
| 1A | Functional classification of project |
| 1B | Regional Truck Corridor Study Tiers |
| 1C | Integration within existing traffic management systems |
| 1D | Coordination with other agencies |
| 2A | Current daily person throughput |
| 2B | Forecast 2040 ADT |
| 3A | Connection to disadvantage populations and project's benefits, impacts, and mitigation |
| 3B | Housing performance scores |

| | |
|----|-----------------------------------|
| 4 | Upgrades to obsolete Equipment |
| 5A | Congested Roadways |
| 5B | Emissions and congestion Benefits |
| 6A | Crashes reduced |
| 6B | Safety issues in project area |
| 7 | Transit, bike, ped elements / |
| 8 | Risk Assessment |
| 9 | Cost effectiveness |

2018 Regional Solicitation Application Scoring

Prioritizing Criteria

BRIDGES

| ID | Applicant | Project Name | Funding Information | | Prioritizing Criteria | | | | | | | | | | | 7. CE | Grand Total | |
|-------|-----------------|--|---------------------|--------------|----------------------------------|------|------|----------|------|---------------------|------|-----------|-------|---------------|---------|----------------|-------------|----------------|
| | | | | | 1. Role in Trans. System & Econ. | | | 2. Usage | | 3. Equity / Housing | | 4. Infra. | | 5. Multimodal | 6. Risk | | | Total |
| | | | | | 1A | 1B | 1C | 2A | 2B | 3A | 3B | 4A | 4B | 5 | 6 | | | 0-1,000 |
| | | | Federal | Cumulative | 0-100 | 0-30 | 0-65 | 0-100 | 0-30 | 0-30 | 0-70 | 0-300 | 0-100 | 0-100 | 0-75 | 0-1,000 | 0-100 | 0-1,100 |
| 10676 | Hennepin County | Vernon Ave Bridge in Edina | \$7,000,000 | \$7,000,000 | 47 | 4 | 10 | 91 | 25 | 2 | 64 | 300 | 100 | 90 | 51 | 784 | 35 | 819 |
| 10650 | Hennepin County | Shoreline Dr Bridge in Orono | \$2,200,000 | \$9,200,000 | 100 | 0 | 0 | 72 | 21 | 2 | 19 | 225 | 100 | 25 | 49 | 613 | 90 | 703 |
| 10910 | Ramsey County | Lexington Parkway Bridges in St. Paul | \$7,000,000 | \$16,200,000 | 28 | 10 | 10 | 100 | 30 | 3 | 70 | 191 | 100 | 55 | 51 | 648 | 28 | 676 |
| 10992 | St. Paul | Kellogg Blvd Bridge in St. Paul | \$7,000,000 | \$23,200,000 | 10 | 18 | 10 | 79 | 18 | 30 | 70 | 196 | 100 | 100 | 41 | 672 | 4 | 676 |
| 10926 | Hennepin County | Washington Ave N Bridge in Minneapolis | \$2,312,000 | \$25,512,000 | 15 | 30 | 0 | 81 | 20 | 3 | 70 | 185 | 0 | 30 | 49 | 483 | 67 | 550 |
| 10900 | Ramsey County | County Road C Bridge in Roseville | \$5,609,716 | \$31,121,716 | 14 | 1 | 0 | 45 | 12 | 2 | 49 | 163 | 100 | 75 | 59 | 520 | 30 | 550 |
| 10816 | Anoka County | Viking Boulevard Bridge in Oak Grove | \$1,436,296 | \$32,558,012 | 75 | 0 | 0 | 28 | 11 | 2 | 23 | 116 | 100 | 15 | 75 | 445 | 100 | 545 |
| 11019 | Minneapolis | Nicollet Avenue Bridge in Minneapolis | \$7,000,000 | \$39,558,012 | 24 | 2 | 0 | 66 | 9 | 2 | 70 | 109 | 0 | 35 | 49 | 366 | 7 | 373 |

| | |
|----|---|
| 1A | Distance to nearest parallel bridge |
| 1B | Location relative to education, total jobs, and manu / distribution jobs |
| 1C | Regional truck corridor tiers |
| 2A | Current daily person throughput |
| 2B | Forecast 2040 ADT |
| 3A | Connection to disadvantaged populations and benefits, impacts, & mitigation |

| | |
|----|---|
| 3B | Housing performance scores |
| 4 | Bridge sufficiency rating |
| 4B | Load-posting |
| 5 | Transit, bike, ped elements / connections |
| 6 | Risk assesment |
| 7 | Cost effectiveness |

2018 Regional Solicitation Application Scoring

TRANSIT EXPANSION

Prioritizing Criteria

| ID | Applicant | Project Name | Funding Information | | Prioritizing Criteria | | | | | | | | | 8. CE | Grand Total |
|-------|-------------------|--|---------------------|--------------|--------------------------|------|----------|-----------------------|------|-------------------------|---------------|---------|---------|-------|-------------|
| | | | | | 1. Role in Trans. System | | 2. Usage | 3. Equity and Housing | | 4. Emissions Reductions | 5. Multimodal | 6. Risk | Total | | |
| | | | | | 1A | 1B | 2A | 3A | 3B | 4 | 5 | 6 | 0-1,000 | | |
| | | | Federal | Cumulative | 0-50 | 0-50 | 0-350 | 0-130 | 0-70 | 0-200 | 0-100 | 0-50 | 0-1,000 | 0-100 | 0-1,100 |
| 10932 | Metro Transit | Route 724 Transit Service Expansion in Brooklyn Center and Brooklyn Park | \$4,169,408 | \$4,169,408 | 4 | 22 | 350 | 130 | 70 | 179 | 54 | 50 | 859 | 6 | 865 |
| 10930 | Metro Transit | Route 68 Transit Service Expansion in St. Paul, West St. Paul, and South St. Paul | \$3,581,910 | \$7,751,318 | 16 | 29 | 273 | 130 | 66 | 200 | 81 | 50 | 845 | 6 | 851 |
| 10928 | Metro Transit | Route 32 Transit Service Expansion in Robbinsdale, Minneapolis, Saint Anthony, and Roseville | \$4,312,583 | \$12,063,901 | 9 | 33 | 209 | 130 | 62 | 176 | 67 | 50 | 736 | 5 | 741 |
| 10923 | Metro Transit | Route 4 Transit Service Expansion in Minneapolis | \$2,090,814 | \$14,154,716 | 29 | 50 | 188 | 104 | 70 | 63 | 55 | 50 | 609 | 8 | 617 |
| 11024 | SouthWest Transit | SouthWest Transit Mobility Hub at SouthWest Station | \$3,672,800 | \$17,827,516 | 19 | 16 | 102 | 35 | 53 | 186 | 45 | 50 | 506 | 4 | 510 |
| 10870 | MVTA | Orange Line Connector Bus Service | \$2,744,000 | \$20,571,516 | 4 | 18 | 78 | 116 | 69 | 38 | 92 | 50 | 465 | 6 | 471 |
| 10994 | SouthWest Transit | I-494 SW Prime Service Expansion | \$5,600,000 | \$26,171,516 | 31 | 20 | 113 | 26 | 61 | 113 | 42 | 50 | 456 | 2 | 458 |
| 10843 | Scott County | Highway 169 Interim Bus Service | \$6,962,538 | \$39,811,054 | 6 | 17 | 45 | 61 | 61 | 78 | 100 | 50 | 418 | 3 | 421 |
| 11032 | SouthWest Transit | Golden Triangle Area Bus Transfer Station | \$1,600,000 | \$41,411,054 | 50 | 0 | 0 | 35 | 54 | 0 | 81 | 43 | 263 | 100 | 363 |

| | |
|----|--|
| 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 |

2018 Regional Solicitation Application Scoring

TRANSIT MODERNIZATION

Prioritizing Criteria

| ID | Applicant | Project Name | Funding Information | | Prioritizing Criteria | | | | | | | | | | 8. CE | Grand Total |
|-------|---------------|--|---------------------|--------------|----------------------------------|----|----------|-----------------------|----|-------------------------|--------------------------|---------------|---------|------------|-------|-------------|
| | | | | | 1. Role in Trans. System & Econ. | | 2. Usage | 3. Equity and Housing | | 4. Emissions Reductions | 5. Service / Improvemets | 6. Multimodal | 7. Risk | Total | | |
| | | | | | 1A | 1B | 2A | 3A | 3B | 4 | 5 | 6 | 7 | | | |
| | | | | | | | | | | | | | | | | |
| 10980 | Metro Transit | Chicago-Portland Avenue Corridor Bus Stop Modernization in Minneapolis, Richfield, and Bloomington | \$7,000,000 | \$7,000,000 | 5 | 25 | 325 | 105 | 64 | 36 | 200 | 100 | 26 | 886 | 7 | 893 |
| 10649 | Metro Transit | Emerson and Fremont Avenue Bus Stop Modernization in Minneapolis | \$7,000,000 | \$14,000,000 | 2 | 24 | 316 | 105 | 70 | 32 | 200 | 100 | 26 | 875 | 13 | 888 |
| 10648 | Metro Transit | Lake Street-Marshall Avenue Corridor Bus Stop Modernization | \$7,000,000 | \$21,000,000 | 6 | 36 | 268 | 105 | 70 | 32 | 200 | 99 | 26 | 842 | 12 | 854 |
| 10647 | Metro Transit | Route 6 Corridor Bus and Stop Modernization in Minneapolis | \$7,000,000 | \$28,000,000 | 26 | 50 | 173 | 63 | 70 | 50 | 200 | 95 | 16 | 743 | 6 | 749 |
| 10918 | Apple Valley | 147th St. Skyway for Red Line in Apple Valley | \$3,520,000 | \$31,520,000 | 2 | 17 | 22 | 50 | 66 | 7 | 86 | 96 | 50 | 396 | 26 | 422 |
| 10990 | MVTA | Burnsville Transit Station Modernization | \$616,000 | \$32,136,000 | 1 | 18 | 72 | 21 | 62 | 0 | 57 | 49 | 50 | 330 | 82 | 412 |
| 10890 | MVTA | Burnsville Bus Garage Modernization | \$5,417,306 | \$37,553,306 | 50 | 18 | 101 | 8 | 67 | 29 | 0 | 42 | 50 | 365 | 10 | 375 |
| 10991 | MVTA | Eagan Transit Station Modernization | \$412,000 | \$37,965,306 | 2 | 1 | 33 | 21 | 60 | 0 | 57 | 46 | 50 | 270 | 100 | 370 |
| 10963 | Dakota County | in Apple Valley | \$2,350,000 | \$40,315,306 | 6 | 17 | 29 | 38 | 66 | 7 | 29 | 96 | 31 | 319 | 35 | 354 |
| 10999 | SW Transit | Solar Array at East Creek Station in Chaska | \$2,960,000 | \$43,275,306 | 1 | 1 | 57 | 8 | 66 | 39 | 29 | 46 | 50 | 297 | 8 | 305 |

| | |
|----|--|
| 1A | Jobs and educational institutions |
| 1B | Average number of weekday transit trips connected to project |
| 2 | Total existing riders |
| 3A | Connection to disadvantage populations and project's benefits, impacts, and mitigation |
| 3B | Housing performance scores |

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

2018 Regional Solicitation Application Scoring

TDM

| ID | Applicant | Project Name | Funding Information | | 1. Role in Trans. System & Econ. | 2. Usage | 3. Equity / Housing | | 4. Cong. Mit. AQ | | 5. Innovation | 6. Risk Assessment | | Total | 7. CE | Grand Total |
|-------|-------------------------------|--|---------------------|-------------|----------------------------------|----------|---------------------|------|------------------|-------|---------------|--------------------|------|------------|------------|-------------|
| | | | Federal | Cumulative | 1 | 2 | 3A | 3B | 4A | 4B | 5 | 6A | 6B | 0-1,000 | | |
| | | | | | 0-200 | 0-100 | 0-80 | 0-70 | 0-150 | 0-150 | 0-200 | 0-25 | 0-25 | | | |
| 10804 | Car Free Life | Closed Network Carshare in Minneapolis and St. Paul | \$160,000 | \$160,000 | 158 | 31 | 7 | 62 | 150 | 68 | 200 | 14 | 20 | 710 | 100 | 810 |
| 10998 | MOVE Minnesota | TDM Cultural Ambassadors in Minneapolis and Brooklyn Center | \$308,166 | \$468,166 | 200 | 41 | 80 | 70 | 50 | 107 | 75 | 16 | 10 | 649 | 47 | 696 |
| 11030 | Metro Transit | Shared Mobility Integration for the Metro Transit Mobile App | \$300,000 | \$768,166 | 84 | 100 | 43 | 68 | 70 | 150 | 65 | 23 | 22 | 625 | 25 | 650 |
| 11022 | University of Minnesota | Parking FlexPass at ABC Ramps | \$500,000 | \$1,268,166 | 147 | 51 | 23 | 62 | 70 | 20 | 175 | 20 | 25 | 593 | 27 | 620 |
| 10913 | MOVE Minnesota | Transforming Renters' Transportation Choices Along Green Line | \$296,614 | \$1,564,780 | 168 | 38 | 53 | 70 | 50 | 72 | 100 | 16 | 0 | 567 | 43 | 610 |
| 10834 | Cycles for Change | Bicycle Access & Safety Education Initiative in Minneapolis and St. Paul | \$319,200 | \$1,883,980 | 137 | 30 | 77 | 70 | 80 | 12 | 125 | 18 | 10 | 559 | 39 | 598 |
| 10961 | HourCar | HOURECAR Community Engagement and Outreach Initiative | \$244,355 | \$2,128,335 | 137 | 30 | 75 | 70 | 100 | 1 | 35 | 22 | 22 | 492 | 45 | 537 |
| 10860 | Scott County | Scott County Travel Demand Management | \$120,000 | \$2,248,335 | 126 | 40 | 76 | 47 | 80 | 7 | 50 | 18 | 0 | 444 | 83 | 527 |
| 11048 | Minneapolis Bicycle Coalition | Commuter and Community Bicycle Access in Minneapolis | \$230,000 | \$2,478,335 | 84 | 30 | 59 | 70 | 50 | 7 | 125 | 14 | 0 | 439 | 43 | 482 |
| 11031 | Metro Transit | Bike Rack Sensors for Metro Transit buses | \$280,000 | \$2,758,335 | 74 | 2 | 40 | 68 | 20 | 130 | 60 | 22 | 22 | 438 | 35 | 473 |
| 10942 | Metro Transit | East Metro First-Last Mile Job Access Project | \$500,000 | \$3,258,335 | 74 | 30 | 44 | 56 | 80 | 23 | 75 | 25 | 22 | 429 | 9 | 438 |
| 11029 | University of Minnesota | eWorkplace Phase 4 for Downtown Minneapolis | \$500,000 | \$3,758,335 | 105 | 41 | 16 | 68 | 50 | 68 | 40 | 16 | 5 | 409 | 18 | 427 |
| 11046 | Nice Rid Minnesota | Bike Share Integration, Inclusion, and Regional Expansion | \$300,000 | \$4,058,335 | 95 | 22 | 27 | 70 | 60 | 2 | 75 | 20 | 15 | 386 | 11 | 397 |

| | |
|----|---|
| 1 | Ability to capitalize on existing facilities and resources |
| 2 | Users |
| 3A | Connection to disadvantaged populations and benefits, impacts, and mitigation |
| 3B | Housing performance scores |
| 4A | Congestion reduction and reduced SOV trips |

| | |
|----|--|
| 4B | Emissions reduction |
| 5 | Innovation and geographic expansion |
| 6A | Technical capacity of applicant's organization |
| 6B | Continuation after initial federal funding |
| 7 | Cost effectiveness |

2018 Regional Solicitation Application Scoring

MULTIUSE TRAILS AND BICYCLE FACILITIES

| | | | | | Prioritizing Criteria | | | | | | | | | | 7. CE | Grand Total |
|-------|----------------------------|--|---------------------|--------------|----------------------------------|----------|------|-----------------------|-------|-----------|-------|---------------|---------|---------|-------|-------------|
| ID | Applicant | Project Name | Funding Information | | 1. Role in Trans. System & Econ. | 2. Usage | | 3. Equity and Housing | | 4. Safety | | 5. Multimodal | 6. Risk | Total | | |
| | | | Federal | Cumulative | 1 | 2A | 2B | 3A | 3B* | 4A | 4B | 5 | 6 | 0-1,000 | | |
| | | | 0-200 | 0-150 | 0-50 | 0-50 | 0-70 | 0-100 | 0-150 | 0-100 | 0-130 | 0-1,000 | 0-100 | 0-1,100 | | |
| 10929 | St Paul | Kellogg Boulevard Capital City Bikeway Phase I in St. Paul | \$5,312,000 | \$5,312,000 | 200 | 110 | 50 | 33 | 70 | 95 | 142 | 94 | 130 | 924 | 8 | 932 |
| 10791 | Hennepin County | University Ave and 4th St SE Protected Bikeways in Minneapolis | \$5,500,000 | \$10,812,000 | 200 | 113 | 0 | 40 | 70 | 65 | 135 | 100 | 130 | 853 | 5 | 858 |
| 10973 | Hennepin County | Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities | \$5,500,000 | \$16,312,000 | 150 | 150 | 50 | 28 | 70 | 65 | 135 | 89 | 111 | 848 | 6 | 854 |
| 11040 | St Paul | Fish Hatchery Trail Stabilization and Reconstruction in St. Paul | \$2,216,800 | \$18,528,800 | 200 | 44 | 50 | 30 | 70 | 95 | 120 | 83 | 111 | 803 | 16 | 819 |
| 10896 | Dakota County | North Creek Greenway in Lakeville and Farmington | \$480,000 | \$19,008,800 | 175 | 31 | 50 | 40 | 51 | 60 | 125 | 83 | 130 | 745 | 70 | 814 |
| 11050 | Hennepin County | Midtown Greenway Accessible Connections in Minneapolis | \$1,120,000 | \$20,128,800 | 150 | 104 | 50 | 50 | 70 | 75 | 125 | 83 | 57 | 764 | 31 | 795 |
| 10895 | Dakota County | CSAH 42 Multiuse Trail and Crossing in Apple Valley | \$1,256,000 | \$21,384,800 | 175 | 38 | 50 | 30 | 66 | 60 | 130 | 89 | 130 | 768 | 27 | 795 |
| 10894 | Dakota County | Minnesota River Greenway in Eagan | \$3,508,000 | \$24,892,800 | 200 | 35 | 50 | 33 | 59 | 75 | 125 | 83 | 125 | 784 | 10 | 794 |
| 10718 | Scott County | CSAH 17 Bicycle and Pedestrian Bridge over US 169 | \$950,080 | \$25,842,880 | 175 | 33 | 50 | 38 | 48 | 45 | 138 | 94 | 130 | 751 | 35 | 786 |
| 11004 | Washington Co | CSAH 38 Multi-Use Trail in Washington County | \$460,800 | \$26,303,680 | 200 | 14 | 50 | 30 | 52 | 30 | 118 | 89 | 130 | 713 | 69 | 783 |
| 10917 | Apple Valley | Apple Valley Johnny Cake Ridge Road Trail | \$515,484 | \$26,819,164 | 200 | 40 | 50 | 22 | 66 | 35 | 122 | 89 | 91 | 715 | 62 | 777 |
| 11025 | St Paul | Sam Morgan Regional Trail Segment 1 Reconstruction in St. Paul | \$1,877,600 | \$28,696,764 | 200 | 65 | 50 | 30 | 70 | 45 | 120 | 67 | 111 | 758 | 18 | 776 |
| 10898 | Inver Grove Heights | Inver Grove Heights Babcock Trail | \$300,160 | \$28,996,924 | 175 | 29 | 50 | 25 | 55 | 55 | 110 | 89 | 81 | 669 | 100 | 769 |
| 10848 | Hennepin County | Bass Lake Road Multi-Use Trail in Crystal | \$457,220 | \$29,454,144 | 175 | 51 | 0 | 35 | 69 | 60 | 135 | 89 | 81 | 694 | 68 | 762 |
| 10849 | Hennepin County | Bottineau Boulevard Multi-Use Trail in Osseo and Brooklyn Park | \$1,562,348 | \$31,016,492 | 200 | 42 | 0 | 35 | 50 | 70 | 122 | 89 | 130 | 738 | 21 | 759 |
| 10653 | Ramsey (City) | Regional Mississippi Skyway Multiuse Trail Bridge in Ramsey | \$3,240,000 | \$34,256,492 | 150 | 9 | 50 | 25 | 57 | 75 | 150 | 100 | 130 | 746 | 10 | 756 |
| 10854 | Three Rivers Park District | Bassett Creek Regional Trail in Golden Valley | \$1,635,600 | \$35,892,092 | 175 | 64 | 50 | 17 | 63 | 65 | 120 | 94 | 81 | 729 | 20 | 749 |
| 10899 | Fridley | Fridley 7th Street and 57th Ave Trail Connections | \$516,120 | \$36,408,212 | 125 | 46 | 0 | 48 | 59 | 60 | 130 | 89 | 130 | 687 | 60 | 747 |
| 11041 | St Paul | Point Douglas Regional Trail Phase 1 Construction in St. Paul | \$5,152,000 | \$41,560,212 | 200 | 38 | 50 | 28 | 70 | 70 | 120 | 83 | 81 | 740 | 6 | 746 |
| 10744 | Ramsey County | Bruce Vento Regional Trail Extension in Ramsey County | \$4,026,278 | \$45,586,490 | 200 | 51 | 50 | 33 | 43 | 100 | 90 | 83 | 88 | 738 | 8 | 746 |
| 10866 | Minneapolis | 36th St W Pedestrian and Bicycle Connection in Minneapolis | \$1,978,316 | \$47,564,806 | 125 | 74 | 50 | 28 | 70 | 70 | 90 | 94 | 125 | 726 | 16 | 742 |
| 10701 | Brooklyn Park | Rush Creek Regional Trail Grade Separation in Brooklyn Park | \$930,400 | \$48,495,206 | 175 | 24 | 50 | 27 | 70 | 50 | 120 | 89 | 91 | 696 | 34 | 730 |
| 10915 | Apple Valley | Apple Valley CSAH 38 Trail | \$4,160,288 | \$52,655,494 | 175 | 47 | 50 | 22 | 66 | 60 | 118 | 94 | 81 | 713 | 8 | 721 |
| 10897 | Dakota County | River to River Greenway in Mendota Heights | \$1,152,000 | \$53,807,494 | 200 | 35 | 50 | 25 | 15 | 50 | 122 | 78 | 111 | 687 | 27 | 713 |
| 10938 | Coon Rapids | Coon Creek Regional Trail and Pedestrian Bridge in Coon Rapids | \$3,360,000 | \$57,167,494 | 175 | 29 | 0 | 33 | 70 | 50 | 140 | 83 | 111 | 691 | 9 | 701 |
| 10970 | Chaska | Circle the Brick Trail Connection in Chaska | \$1,197,792 | \$58,365,286 | 200 | 22 | 0 | 30 | 66 | 35 | 120 | 89 | 111 | 673 | 25 | 698 |
| 10850 | Minnetonka | Excelsior Blvd Multi-Use Trail in Minnetonka | \$2,956,000 | \$61,321,286 | 175 | 46 | 50 | 17 | 67 | 70 | 125 | 72 | 62 | 684 | 10 | 695 |
| 10778 | Washington Co | CSAH 12 Multi-Use Trail in Washington County | \$756,979 | \$62,078,265 | 200 | 26 | 0 | 18 | 41 | 50 | 115 | 61 | 130 | 640 | 38 | 678 |
| 10941 | Burnsville | Highway 13 and Nicollet Avenue Pedestrian Crossing | \$2,224,000 | \$64,302,265 | 200 | 31 | 0 | 30 | 69 | 45 | 130 | 78 | 81 | 664 | 13 | 677 |
| 10591 | Shakopee | US 169 Bicycle and Pedestrian Bridge in Shakopee | \$2,752,000 | \$67,054,265 | 175 | 12 | 50 | 23 | 48 | 75 | 110 | 78 | 91 | 662 | 11 | 673 |
| 10909 | Anoka | Anoka 4th Ave Trail Connection Rum River Trail | \$450,000 | \$67,504,265 | 175 | 34 | 0 | 47 | 58 | 15 | 90 | 94 | 98 | 611 | 59 | 669 |
| 10885 | Carver County | Lake Minnetonka Regional Trail in Carver County | \$555,280 | \$68,059,545 | 200 | 17 | 0 | 20 | 20 | 45 | 90 | 89 | 130 | 610 | 49 | 659 |
| 10886 | Carver County | Lake Waconia Regional Trail in Carver County | \$1,498,320 | \$69,557,865 | 200 | 9 | 0 | 23 | 44 | 60 | 82 | 83 | 130 | 631 | 19 | 650 |
| 11003 | Washington Co | Central Greenway Multi-Use Trail Segments in Cottage Grove and Woodbury | \$5,273,120 | \$74,830,985 | 175 | 28 | 50 | 22 | 53 | 45 | 120 | 78 | 72 | 644 | 5 | 649 |
| 10908 | Anoka | Anoka Riverwalk West Rum River Trail | \$5,000,000 | \$79,830,985 | 200 | 50 | 0 | 47 | 58 | 10 | 110 | 72 | 91 | 638 | 6 | 644 |
| 11036 | Scott County | Merriam Junction Trail in Scott County | \$5,500,000 | \$85,330,985 | 175 | 9 | 0 | 30 | 45 | 80 | 115 | 72 | 111 | 637 | 3 | 640 |
| 11042 | St Paul | Robert Piram Regional Trail Grade Separation in St. Paul | \$5,500,000 | \$90,830,985 | 175 | 22 | 50 | 42 | 70 | 5 | 135 | 61 | 68 | 628 | 5 | 633 |
| 11033 | Rosemount | Rosemount Greenway Downtown Trail | \$1,360,000 | \$92,190,985 | 125 | 29 | 0 | 28 | 63 | 45 | 125 | 78 | 81 | 574 | 19 | 593 |
| 10836 | Three Rivers PD | Crow Hassan Park Reserve to Lake Independence Regional Trail Connection in Rogers and Hannover | \$1,069,404 | \$93,260,389 | 125 | 18 | 0 | 18 | 20 | 45 | 80 | 72 | 91 | 470 | 20 | 489 |
| 11049 | Rogers | Rogers I-94 Pedestrian Bridge | \$2,800,000 | \$96,060,389 | 50 | 18 | 0 | 7 | 20 | 70 | 100 | 78 | 111 | 454 | 7 | 461 |

| | |
|----|--|
| 1 | Location relative to Regional Bicycle Transportation Network |
| 2A | Existing population within 1 mile |
| 2B | Snow and ice control |
| 3A | Connection to disadvantage populations & benefits, impacts, mitigation |
| 3B | Housing performance scores |

| | |
|----|--|
| 4A | Gaps closed / barriers removed and/or continuity between jurisdictions |
| 4B | Deficiencies corrected or safety problems addressed |
| 5 | Transit or pedestrian elements or connections |
| 6 | Risk assessment |
| 7 | Cost effectiveness |

2018 Regional Solicitation Application Scoring

Prioritizing Criteria

PEDESTRIAN FACILITIES

| ID | Applicant | Project Name | Funding Information | | Prioritizing Criteria | | | | | | | | 7. CE | Grand Total | |
|-------|------------------|---|---------------------|-------------|----------------------------------|----------|-----------------------|----|-----------|-----|---------------|---------|------------|-------------|---------|
| | | | Federal | Cumulative | 1. Role in Trans. System & Econ. | 2. Usage | 3. Equity and Housing | | 4. Safety | | 5. Multimodal | 6. Risk | | | Total |
| | | | | | 1 | 2 | 3A | 3B | 4A | 4B | 5 | 6 | | | 0-1,000 |
| 10776 | Minneapolis | Lyndale Avenue North Pedestrian Safety Improvements in Minneapolis | \$1,000,000 | \$1,000,000 | 74 | 150 | 46 | 70 | 107 | 165 | 94 | 130 | 836 | 42 | 878 |
| 10833 | Brooklyn Park | West Broadway Avenue BLRT Streetscape Improvements | \$1,000,000 | \$2,000,000 | 150 | 91 | 19 | 70 | 112 | 110 | 150 | 101 | 803 | 12 | 815 |
| 10995 | Hennepin County | ADA Retrofits at Blue and Green Line Extension Station Areas | \$1,000,000 | \$3,000,000 | 150 | 150 | 38 | 66 | 109 | 60 | 94 | 91 | 758 | 38 | 796 |
| 11012 | St. Paul | Front Ave Sidewalk Gap Infill in St. Paul | \$376,800 | \$3,376,800 | 49 | 110 | 48 | 70 | 107 | 140 | 75 | 39 | 638 | 85 | 723 |
| 10903 | Columbia Heights | Central Avenue Pedestrian Enhancement Project in Columbia Heights | \$1,000,000 | \$4,376,800 | 32 | 102 | 50 | 68 | 118 | 180 | 66 | 81 | 697 | 24 | 721 |
| 10979 | Richfield | 69th Street West Pedestrian Improvements in Richfield | \$250,000 | \$4,626,800 | 140 | 66 | 5 | 53 | 116 | 110 | 38 | 72 | 600 | 76 | 676 |
| 11047 | Scott County | CH 16 ADA Pedestrian Improvement in Savage | \$428,000 | \$5,054,800 | 43 | 89 | 26 | 41 | 103 | 115 | 56 | 130 | 603 | 71 | 674 |
| 10902 | W. St. Paul | West St. Paul Wentworth Sidewalk Construction | \$263,848 | \$5,318,648 | 54 | 65 | 29 | 57 | 110 | 90 | 66 | 52 | 523 | 100 | 623 |
| 10966 | S. St. Paul | Concord Exchange Pedestrian Improvements in South St. Paul | \$1,000,000 | \$6,318,648 | 48 | 65 | 29 | 70 | 120 | 110 | 38 | 101 | 581 | 13 | 594 |
| 10996 | Anoka County | Round Lake Blvd Pedestrian Accommodations over US 10 in Coon Rapids | \$1,000,000 | \$7,318,648 | 52 | 63 | 19 | 70 | 109 | 120 | 0 | 104 | 537 | 19 | 556 |
| 11043 | Carver County | CSAH 11 Pedestrian Crossing Improvements in Victoria | \$470,720 | \$7,789,368 | 10 | 41 | 18 | 20 | 110 | 70 | 56 | 130 | 455 | 49 | 504 |
| 10948 | Shorewood | Galpin Lake Pedestrian Improvements in Shorewood | \$1,000,000 | \$8,789,368 | 23 | 50 | 12 | 10 | 118 | 100 | 56 | 62 | 431 | 22 | 453 |

| | |
|----|--|
| 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 |

2018 Regional Solicitation Application Scoring

Prioritizing Criteria

SAFE ROUTES TO SCHOOL INFRASTRUCTURE

| ID | Applicant | Project Name | Funding Information | | Prioritizing Criteria | | | | | | | | | | 6. CE | Grand Total | |
|-------|--------------|--|---------------------|-------------|--------------------------|----------|------|-----------------------|------|-----------|-------|-----------------------------|------|-------|-------|-------------|---------------------|
| | | | Federal | Cumulative | 1. SRTS Program Elements | 2. Usage | | 3. Equity and Housing | | 4. Safety | | 5. Public Engagement / Risk | | Total | | | Total (Adj to 1000) |
| | | | | | 1 | 2A | 2B | 3A | 3B | 4A | 4B | 5A | 5B | | | | |
| | | | | | 0-250 | 0-170 | 0-80 | 0-50 | 0-70 | 0-100 | 0-150 | 0-45 | 0-85 | 0-920 | 1000 | | |
| 10921 | Minneapolis | Near North Safe Routes to School in Minneapolis | \$1,000,000 | \$1,000,000 | 229 | 170 | 0 | 40 | 70 | 50 | 130 | 40 | 85 | 814 | 883 | 25 | 839 |
| 10934 | St. Paul | Bruce Vento Elementary Safe Routes to School in St. Paul | \$842,528 | \$1,842,528 | 250 | 39 | 0 | 50 | 70 | 70 | 150 | 45 | 85 | 759 | 823 | 28 | 787 |
| 10916 | Apple Valley | Greenleaf Elementary Galaxie Crossing in Apple Valley | \$198,240 | \$2,040,768 | 191 | 15 | 0 | 10 | 66 | 100 | 135 | 40 | 85 | 642 | 696 | 100 | 742 |
| 10807 | Bloomington | Bloomington 102nd Street SRTS Improvements | \$301,782 | \$2,342,550 | 245 | 22 | 0 | 18 | 70 | 68 | 100 | 45 | 85 | 653 | 708 | 67 | 720 |
| 10869 | S. St Paul | South St. Paul Secondary Safe Routes to School | \$1,000,000 | \$3,342,550 | 176 | 63 | 0 | 33 | 70 | 60 | 125 | 40 | 85 | 652 | 707 | 14 | 666 |
| 10901 | W. St. Paul | West St. Paul Bidwell Street Sidwalk Improvements | \$560,000 | \$3,902,550 | 207 | 38 | 0 | 33 | 57 | 65 | 125 | 45 | 53 | 623 | 675 | 34 | 657 |
| 10964 | Forest Lake | Goodview Ave Pedestrian Underpass in Forest Lake | \$1,000,000 | \$4,902,550 | 160 | 26 | 0 | 26 | 60 | 68 | 135 | 35 | 85 | 595 | 645 | 18 | 613 |
| 10724 | Rogers | Hassan Elementary School Trail in Rogers | \$652,000 | \$5,554,550 | 218 | 13 | 0 | 15 | 20 | 75 | 75 | 40 | 85 | 541 | 587 | 21 | 562 |

| | |
|----|---|
| 1 | 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 disadvantaged 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 assement |
| 6 | Cost effectiveness |