

ACTION TRANSMITTAL No. 2018-56

DATE: November 8, 2018

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
(651-602-1819)

SUBJECT: 2018 Regional Solicitation Scoring Appeals and Approval of Final Scores

REQUESTED MOTION: Fourteen applicants request changes to 29 scoring measures. Additionally, Metropolitan Council staff requests approval of final scores.

RECOMMENDED MOTIONS: Scorer recommendations are shown in the attached for each of 29 measures for which scores are appealed

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 18 Funding & Programming Committee Meeting. Appeals were due on Wednesday, 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.

Appeals were shared with scorers, who were informed that the appeals process is afforded to applicants. The burden is on the applicant to illustrate that an error occurred in the scoring of their application.

The Funding & Programming Committee, which makes the final decision on appeals, is not required to follow the scorer's recommendation.

Please note that any changes made to the scores will also be incorporated into the Cost Effectiveness formula, which could potentially change that score as well.

A summary of challenged measures and scorer recommendations is shown on the next page.

App #	Sponsor	Cat	Measure	Max Score	Original Score	Scorer-Suggested Score	Change
10764	Ramsey Co	RE	3A (equity)	30	0	0	0
10883	Carver Co	RE	1B (location)	50	0	0	0
			3A (equity)	30	8	8	0
			7 (Multi)	100	0	0	0
11001	Wash Co	RE	1C (Truck)	80	0	0	0
10969	Burnsville	RM	6 (Crash)	150	4	4	0
10587	St. Paul	TMT	5B (Emiss)	50	0	50	50*
10998	Move MN	TDM	5 (Innovat)	200	75	75	0
			6A (Tech Cap)	25	19	19	0
10913	Move MN	TDM	1 (Capitalize)	200	168	168	0
			3A (Equity)	80	53	59	6
			5 (Innovat)	200	100	100	0
			6A (Tech Cap)	25	19	19	0
			6B (Contin)	25	0	25	0
10961	HourCar	TDM	4B (VMT)	150	1	1	0
			5 (Innovat)	200	35	35	0
10941	Burnsville	B	2B (Maint)	50	0	0	0
			4A (Gaps)	100	45	45	0
10899	Fridley	B	2B (Maint)	50	0	0	0
10970	Chaska	B	2B (Maint)	50	0	0	0
10885	Carver Co	B	2B: (Maint)	50	0	0	0
			4A: (Gaps)	100	45	55	10
10744	Ramsey Co	B	2A (use)	150	51	51	0
			3A (equity)	50	33	33	0
			4B (defic)	150	90	125	35
			5 (multi)	100	83	83	0
			6 (risk)	130	88	88	0
			7 (CE)	100	8	8**	0
10996	Anoka Co	P	5 (multi)	150	0	38	38
10918	Apple Valley	TM	All	1,100	422	N/A	N/A
Mult	SW Transit	TE/TM	All	1,100	N/A	N/A	N/A

*A second project, 10907, would also increase to 50 points, as this would be a re-scoring of the entire category.

**Subject to change if any of the other scores change.

Roadway Expansion

Application 10764: Ramsey County

Lexington Parkway connection between Shepard Road and West Seventh Street (TH 5), in the City of St. Paul (proposed extension of CSAH 51)

Request:

Applicant requested re-evaluation of measure 3A: Connection to disadvantaged populations and project's benefits (30 points)

Measure:

This is a qualitative measure that is broken up into six scoring steps:

1. (0 to 3 points) Engagement. Project scored **1 point**.
2. (0 to 7 points) Project's benefits to key populations. **0 Points**.
3. (-3 to 0 points) Negative externalities. **-1 point**.
4. Total of steps 1 through 3: **0 points**.
5. Incorporation of the multiplier based on where the project is located. This project was located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly, providing a maximum of 40% of the total score (or 12 points). Given the 0 points in step 5, this step results in **0 points**.
6. Multiply the score by 3 (because steps one through three allow for a maximum of ten points and the measure is worth 30 points). Given the 0 points above, this step results in **0 points**.

The project was awarded **0 points**.

Applicant's Challenge:

The applicant's focus was on the engagement portion of the measure (#1 above). The applicant contends that the expectation of outreach prior to project development is not reasonable and that the County is working with City of St. Paul and will have extensive outreach in the future.

Scoring Review:

The scorer reported that she did not make any errors or overlook any information provided and recommends **no change**. NOTE: Joe Lux was chair of the Roadway Expansion Scoring Committee and as the applicant, he abstains from commenting.

October 25, 2018

Paul Oehme
Chair, TAC Funding & Programming Committee
C/O Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

**REQUEST FOR REEVALUATION OF SCORE IN CATEGORY 3A FOR SURFACE
TRANSPORTATION PROGRAM FUNDING PROPOSAL 10764, LEXINGTON PARKWAY
(FUTURE CSAH 51) CONNECTION BETWEEN SHEPARD ROAD AND WEST SEVENTH STREET
(TH 5)**

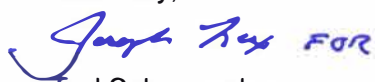
Dear Mr. Oehme:

Ramsey County respectfully requests the reevaluation of the scores we received in Category 3A, "Connection to disadvantaged populations and benefits, impacts, and mitigation" for the project listed above, the proposed extension of Lexington Parkway between Shepard Road and West Seventh Street, in the City of Saint Paul. This project received a zero score in Category 3A. We contend that the scorer expected a higher level of outreach to disadvantaged communities than would be appropriate at this phase in project development. This project will not immediately move forward without the requested funding and it would be premature for us to conduct outreach activities on a project that may not begin for several years.

Ramsey County conducts community outreach that is consistent with direction received from the city in which the project is located. The City of Saint Paul, has directed us to work with district councils on public outreach. In the case of the Lexington Parkway extension, the project would be a follow-up phase to a project that is now in the final design phase. We have discussed Phase Two at a conceptual level at three public meetings as well as at meetings of the Highland Park District Council and the Fort Road Federation, the two district councils with jurisdiction over the project area. At each of these meetings there was strong support from residents and the district councils to move forward with Phase Two. With STP funding, the project would begin its public outreach in 2019 or 2020; without funding, we would not begin Phase Two for several years. We believe that the project should be scored on the connections it would provide to areas of disadvantaged populations rather than penalized for not conducting outreach activities for an unfunded project.

Please let us know if any additional information is needed to consider this request. I can be contacted at 651-266-7116 or by email at ted.schoenecker@co.ramsey.mn.us.

Sincerely,



Ted Schoenecker
Director of Public Works/County Engineer

C: Elaine Koutsoukous
Joe Barbeau
Steve Peterson

Roadway Expansion

Application 10883: Carver County

US Highway 212 Expansion from Cologne to Carver

Request:

Applicant requested re-evaluation of three measures:

- 1B: Project Location Relative to Jobs, Manufacturing, and Education (50 points)
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (30 points)
- 7: Transit, bicycle, or pedestrian project elements & connections (100 points)

1B: Project Location Relative to Jobs, Manufacturing, and Education (50 points)

Measure:

Referencing the application-generated map, the measure measures the existing employment, manufacturing employment, and students within a mile of the project. The application scored **0 points**.

Applicant's Challenge:

The original response was based on the map output: 440 employment, 21 manufacturing/distribution employment, and no students. The measure does not adequately capture the employment impact of the project, i.e., the population beyond the one-mile buffer.

Scoring Review:

The appeal is a critique of the scoring measure. The scorer completed the measure itself correctly. The scorer recommends **no change**.

3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (30 points)

Measure:

This is a qualitative measure that is broken up into six scoring steps:

1. (0 to 3 points) Engagement. Project scored 1 point.
2. (0 to 7 points) Project's benefits to key populations. 1 Point.
3. (-3 to 0 points) Negative externalities. 0 points.
4. Total of steps 1 through 3: 2 points.
5. Incorporation of the multiplier based on where the project is located. This project was located in a census tract that is above the regional average for population in poverty or population of color, providing a maximum of 60% of the total score. This step results in 1.2 points.
6. Multiply the score by 3 (because steps one through three allow for a maximum of ten points and the measure is worth 30 points). Given the 0 points above, this step results in **3.6 points**.
7. Adjust the top-scoring project to the maximum 30 points and all other proportionately. This brings the total to **8 points**.

The project was awarded **8 points**.

Applicant's Challenge:

The applicant felt that the project deserved a higher score.

Scoring Review:

The scorer reported that she did not make any errors or overlook any information provided and therefore recommends **no change**. NOTE: Joe Lux was chair of the Roadway Expansion Scoring Committee and because he sponsors an application for which this measure is being challenged, abstains from commenting.

7: Transit, bicycle, or pedestrian project elements & connections (100 points)

Measure:

Describe how the project positively affects the multimodal system.

Applicant's Challenge:

The applicant felt that the project deserved a higher score.

Scoring Review:

The scorer recommends **no change**. “The multimodal improvements described in this application did not match the quality of improvements described in other applications. Additionally, as recommended in the scoring guidance, I made sure that the multimodal elements described in the response were accounted for on the cost estimate form. In this application no multimodal elements were accounted for, however, as I read the application, there were also no true multimodal elements included in the design (e.g. bicycle facilities, sidewalks, pedestrian crossing aides, pedestrian ramps, etc.). Therefore, this application was not penalized for not including multimodal elements in the cost estimate.”



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

October 29, 2018

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

SUBJECT: 2018 Regional Solicitation Score Re-evaluation for US Highway 212 (Carver to Cologne) Roadway Expansion Project (ID 10883)

Dear Ms. Koutsoukos:

Carver County respectfully requests the TAC Funding and Programming Committee to re-evaluate the scores for three measures for the US Highway 212 Roadway Expansion from Carver to Cologne Project application (ID 10883). Specific measures for re-evaluation are:

- **Measure 3A** – Equity and Housing Performance: Connection to disadvantaged populations and project’s benefits, impacts, and mitigation
- **Measure 7A** – Multimodal Elements and Existing Connections: Transit, bicycle, or pedestrian project elements & connections
- **Measure 1B** – Role in the Regional Transportation System and Economy: Project Location Relative to Jobs, Manufacturing, and Education

Please provide the scoring methodology used to determine the scores for these measures.

Reason for Re-Evaluation Measure 3A - Equity and Housing Performance: Connection to disadvantaged populations and project’s benefits, impacts, and mitigation

This project qualified in the socio-economic evaluation category of *‘Project’s census tracts are above the regional average for population in poverty or population of color’* per the standard, required mapping tool and ‘Socio-Econ Map’ submitted with the application. Please confirm the score was assigned using this category. This is also a request for the calculation of how the score was adjusted to equal the score out of the maximum 30 points because it was noted that projects with the same geographic category received the maximum score.

This scoring measure was calculated based on the raw score out of 10 points from a narrative response to three questions. Please provide the raw score received out of 10 points and the scoring methodology used to derive this score. The County requests re-evaluation of this raw score due to the significant amount of project development, study, and outreach completed over a 10 year period (Question 1), the substantial benefit to disadvantaged populations (Question 2), and the absence or mitigation of negative externalities confirmed through the Environmental Assessment process (Question 3), as defined in the original application narrative. This project significantly addresses and fulfills these three

CARVER COUNTY

qualitative questions. Below is selected text from the submitted application for these three qualitative questions:

1. “Community engagement for this project has been underway for over 10 yrs. The approved EA, Dec. 2009, notes extensive efforts made during the project development process to provide info to & gather info from the public. Residents, businesses, and officials along the corridor were sent announcements of public mtgs for the project. Public mtgs were held at locations near affected areas. Public mtgs included: July 10, 2007 (119 attendees), Oct. 23, 2007 (73 attendees), May 19, 2009 (92 attendees). Residents & businesses within ½ mile of the project corridor were informed of upcoming events and project developments via reminder postcards and newsletters. The 212 Corridor Study (2015) incorporated engagement techniques to reach out to local governments, businesses, legislators, and citizens. The process included outreach via newsletters, open houses, and a project website. 16 major freight generator businesses were interviewed as part of the outreach. Public open houses were held on Nov. 14, 2013, Nov. 11, 2014, and July 21, 2016. The stakeholder group was integral in determining the preferred alignment. Each alternative was presented to the public to demonstrate the benefits & costs. The preferred alignment was chosen by stakeholders to reduce the r/w needs and still achieve safety, mobility, and access outcomes. All public mtgs were held in accordance with Title VI regs.”
2. “The proposed project connects on the eastern end to a Census Tract above the regional average concentration for race/poverty. The project is located in Dahlgren Township, which has a higher % of population over 65, % population with a disability, and % population below the poverty level compared to the County and Twin Cities MSA percentages. The project corridor also directly connects the cities of Cologne and Carver, which have higher percentages of population under 18. These populations will be served by the safety, access, and mobility improvements made as part of the proposed project. Safety and access improvements including RCUT facilities at intersections, center median, shoulder widening, and snow fence mitigation techniques will benefit residents using the corridor. Expanding the roadway facility from 2 to 4 lanes will decrease emissions and delay experienced by corridor users and improve the regional connection to job and economic opportunities.”
3. “An Environmental Assessment was completed and approved for the proposed project in December 2009. The EA found that the proposed project is not expected to cause adverse impacts to any community or neighborhood. No categories of people uniquely sensitive to transportation would be unduly impacted. The EA also found that the project impacts are distributed evenly throughout the project corridor and the proposed improvements would provide benefits for all who utilize the roadway. The environmental justice section concluded that the proposed project would not have disproportionately high and adverse human health or environmental effects to any minority population or low-income population.”

Reason for Re-Evaluation of Measure 7A – Multimodal Elements and Existing Connections: Transit, bicycle, or pedestrian project elements & connections

The interpretation of the scoring guidance for this measure resulted in a score of 0 out of 100 points for this project. Please provide definition of the scoring methodology used to score this criterion and consider re-evaluation based on the reasons below.

The scoring guidance specifies “*Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN) or regional trail, or for making connections with existing multimodal systems.*” At a minimum, the project should receive points for ‘*making connections with existing multimodal systems,*’ specifically

connections to transit systems, per the original narrative response. Below is the first part of the original response for this scoring criterion, which describes transit connections made by the project:

- a. “This project provides a direct multimodal benefit by increasing access from rural areas to the existing fixed-route transit system and park & ride facilities. The proposed project connects directly to the Carver Station Park & Ride at CSAH 11. This transit station provides an enclosed, climate-controlled station and surface parking for 400 vehicles. SouthWest Transit operates three fixed routes from this location: 697, 698, and 699, which provide connections to Downtown Minneapolis, Chaska, Chanhassen, Eden Prairie, and the University of MN. US 212 also connects just beyond the project limits to East Creek Transit Station with a parking ramp for over 700 vehicles. In addition to fixed and express route service, SouthWest Transit operates SW Prime, an on-demand ride service, in this area allowing residents to request a transit ride connection within and between service areas.

The project also serves transit service operated by SmartLink Transit. The SmartLink vehicles are stored and operate from the western end of the project corridor at the Carver County PW facility. SmartLink operates dial-a-ride transit service for the general public and provides Medical Assistance trips for individuals that qualify. This transit service serves the rural residents along the project corridor and provides a transit connection for residents to connect anywhere in the 7 county metro area.”

The scoring guidance also states: “*Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.*” Specific multi-modal project elements are included in the cost estimate for this project under the ‘Specific Roadway Elements’ cost. Multi-modal elements are not specifically defined as off-road elements, which would not be an appropriate or allowable addition to this US Highway in a rural area.

As provided in the original narrative response, this project provides significant multi-modal improvements: 10 ft. wide shoulders for bicycle, pedestrian, and school bus use (vs. 0 to 4 ft. wide existing shoulders) and center median R-CUT intersection improvements for improved pedestrian crossings. See the narrative response below included in the submitted application text for description of specific multi-modal elements included in the project:

- b. “US 212 is currently a two-lane undivided Principal Arterial roadway with free-flow speeds at and above 60 mph and existing AADT ranging from 13,200 to 14,500 on the project corridor. The existing conditions make this section of US 212 a barrier to bicycle and pedestrian activity for access on and across US 212. Although bicyclists and pedestrians are encouraged to use parallel routes or separated trail facilities more compatible for bicyclist and pedestrian travel, bicyclists and pedestrians are not prohibited from using the non-freeway section of US 212. Should bicyclists or pedestrians choose to use US 212 for travel, the proposed facility will offer substantial improvements including a four-lane divided roadway with 10 ft. wide shoulders and a center median. This will allow vehicles and truck traffic to pass bicyclists without waiting for an opening in an authorized passing zone and using the on-coming traffic lane to pass. The center median will also act as a refuge for pedestrians or bicyclists needing to cross US 212, allowing one direction of traffic to be crossed at a time.”

Note the scoring guidance for the Roadway Modernization and Reconstruction project category has the same language for this measure and was not interpreted as requiring costs to be listed in the ‘Specific Bicycle and Pedestrian Elements’ cost section in order to receive points in this scoring measure. This inconsistency weakens the reliability of the scoring process.

The County requests this project receive a score for this measure reflecting the multi-modal elements and connections included as part of the project.

Reason for Re-Evaluation of Measure 1B – Role in the Regional Transportation System and Economy: Project Location Relative to Jobs, Manufacturing, and Education

This critical segment of US Highway 212 expansion received a score of 0 out of 50 on this scoring measure for the project’s impact on the Regional Economy relative to jobs, manufacturing, and education. This scoring measure is intended to capture the importance of a project or roadway to the regional economy based on how it serves existing employment, manufacturing/distribution related employment, and post-secondary students.

US Highway 212, including the project corridor, serves as a primary route linking Minnesota’s economic regional trade centers. Along the 138 mile span of US Highway 212 from the South Dakota state line to I-494, there are over 65 major freight generators that funnel freight east and west through the project area in order to access the Twin Cities. In addition, this corridor is part of the National Highway System, is identified by MnDOT as a Critical Rural Freight Corridor, and serves over 22,000 square miles of rural Minnesota and South Dakota with highway access in the absence of an interstate facility.

The measure, as calculated based on the ‘Regional Economy’ map generated by the Metropolitan Council mapping tool, does not adequately capture the role, extents, and attributes that a major roadway such as US Highway 212 provides. The map generates the existing employment within 1 mile, existing manufacturing/distribution-related employment within 1 mile, and existing post-secondary students within 1-mile. The score is then calculated based on the numbers generated by the mapping tool compared to other projects. No consideration is given to employment impacted greater than 1 mile from the project location, the project or roadway’s context or hierarchy, and no narrative or other factors are calculated into the score for consideration.

Please provide confirmation of the score calculation and methodology for this measure. The County requests future review of this scoring measure to better reflect a project’s impact on the regional economy and especially on existing manufacturing/distribution related employment served by the project but greater than 1 mile from the project site.

Carver County appreciates the funding opportunity made available through the Regional Solicitation process and the specific opportunity for review and re-evaluation of specific scores. If you have any questions related to this request please contact Angie Stenson, Senior Transportation Planner at 952-466-5273, astenson@co.carver.mn.us or me.

Sincerely,



Lyndon Robjent, PE
Carver County Public Works Director/County Engineer
612-247-6348

Roadway Expansion

Application 11001: Washington County

Helmo/Bielenberg Bridge

Request:

Applicant requested re-evaluation of measure 1C: Regional Truck Corridor Study Tiers (80 points)

Measure:

This criterion relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals.

- Along Tier 1: 80 points
- Along Tier 2: 60 points
- Along Tier 3: 40 points
- Direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: 10 points

The project scored **0 points**.

Applicant's Challenge:

“The structure of question 1C Regional Truck Corridor Study Tiers, and scoring criteria regarding benefits to the Regional Freight Corridors, does not have an option that captures the benefits of this type of bridge project.” Applicant further questions why ten points were not awarded for crossing a Tier 1 Truck corridor, even though the project does not make a direct connection.

Scoring Review:

The criterion is explicit in that it requires the improvement be made either along an existing freight facility or directly connect to an existing freight facility. The proposed project neither improves an existing freight facility nor directly connects with an existing facility. Therefore, per the existing scoring guidance, the proposed project **cannot be given points for this measure**. The Chair agrees that the criterion was followed and cannot be changed at this time.



Public Works Department

Donald J. Theisen, P.E.
Director

Wayne H. Sandberg, P.E.
Deputy Director/County Engineer

October 29, 2018
Ms. Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

RE: Washington County's Roadway Expansion Application to the Transportation Advisory Board's 2018 Regional Solicitation

Dear Ms. Koutsoukos,

Thank you for sharing the draft scores from the 2018 Regional Solicitation. The purpose of this letter is to formally request an appeal of the score for Washington County's Helmo Bielenberg Bridge Project application in the Roadway Expansion category. Washington County appreciates the opportunity to review and requests re-evaluation. We respectfully request an additional look at the following scoring measure, which we believe does not fully capture the benefits for our proposed project.

The Helmo Bielenberg Bridge will run along and parallel to I-694 and perpendicular to I-94. The proposed new bridge will provide an alternative route for traffic moving between Oakdale and Woodbury by allowing traffic to travel north and south between the two cities without utilizing the I-694/I-494/I-94 interchange and the interchange access points at 10th Street, Tamarack Road and Radio Drive. The structure of question 1C Regional Truck Corridor Study Tiers, and scoring criteria regarding benefits to the Regional Freight Corridors, does not have an option that captures the benefits of this type of bridge project.

For example, per synchro analysis included in Washington County's application, the Helmo Bielenberg Bridge will provide direct benefit to I-94, a Tier 1 Truck Corridor in Metropolitan Council's Truck Freight Corridor Study. The bridge is anticipated to improve operations at the I-94 signalized ramp terminals with Inwood Avenue/Radio Drive. At the I-94/Inwood Avenue (WB ramp) terminal, the overall intersection delay is reduced by approximately 4.3 seconds per vehicle, and with a total peak hour volume of 3,895 vehicles, the overall delay reduction is anticipated to be 17,233 seconds. At the I-94/Radio Drive (EB ramp) terminal, the overall intersection delay is reduced by approximately 0.1 seconds per vehicle. With a total peak hour volume of 4,845 vehicles, the overall delay reduction is anticipated to be 485 seconds. In total, the overall delay reduction at the I-94 ramp terminal is anticipated to be **17,233** seconds during the peak hour.

It appears most bridge projects would never be eligible to receive full points for this question. In the case of Washington County's application, the proposed Helmo Bielenberg Bridge scored 0 out of 80 points in this criteria. The proposed Helmo Bielenberg Bridge would alleviate congestion on I-94. However, the proposed bridge does not physically touch I-94, and therefore

does not “intersect” the Tier 1 Truck Corridor – which is the threshold to receive a mere 10 out of 80 points. The funding available in the Regional Solicitation is not near the level needed to expand the interstate highway system. The interstate highway system represents 211 miles of the Tier 1 Truck Corridors therefore projects that create alternative routes or reduce congestion on the Tier 1 interstate corridor should be scored the same as projects proposing to expand Tier 1 principal and minor arterials.

As the question and scoring criteria currently stands, this benefit is not adequately reflected in the overall score of the Helmo Bielenberg Bridge, and therefore puts the application at an unfair disadvantage. As shown above, the Helmo Bielenberg Bridge provides a direct benefit to I-94 as a means of congestion relief. This application should be considered to receive the full 80 points as it directly benefits the congestion along I-94, which is designated as a Tier 1 Regional Truck Corridor.

Thank you for your time and careful consideration of scoring for this application.

Sincerely,

A handwritten signature in black ink that reads "Jan Lucke". The signature is written in a cursive style with a large initial "J" and "L".

Jan Lucke
Planning Director
Washington County Public Works

Roadway Reconstruction/Modernization and Spot Mobility

Application 10969: City of Burnsville

Cliff Road at I-35W South Ramps Improvement Project

Request:

Applicant requested re-evaluation of measure 6: Crashes reduced (150 points).

Measure:

Using HSIP B/C worksheet, determine the benefit of crashes reduced. The application scored **4 points**.

Applicant's Challenge:

In the original application, the applicant provided the B/C ratio of 0.11 and therefore suggests that the correct number, the benefit cost of \$528,799 that is shown on the handout should be used.

Scoring Review:

The scorer caught the errant input of 0.11 in the B/C ratio sheet, which showed a benefit of \$528,799. The scorer adjusted the "discount rate" to 1.3 for consistency, which raised the benefit to \$743,668. This brought the score from 3 to 4. **No change** is needed at this time.

Good Morning Elaine,


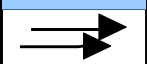



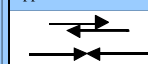
The City of Burnsville would like to appeal the score for our Cliff Road at I-35W South Ramps Improvement Project we have in the Roadway Reconstruction/Modernization and Spot Mobility section. The requested review is for category 6 as we entered the wrong number from the benefit/cost pdf attached, and included, in the original application submittal. The correct number to be scored for category 6 is the benefit cost for the project of \$528,000.

Thank you for your time and consideration of the Cliff Road at I-35W South Ramps Improvement Project. The City of Burnsville greatly appreciates the opportunity to apply for these funds.

Please respond so that I know you received this.

Sincerely,

Ryan Peterson Public Works Director
100 Civic Center Parkway | Burnsville, MN | 55337
952-895-4459 (office) | 952-895-4404 (fax) | www.burnsville.org/engineering

HSIP worksheet		Control Section	T.H. / Roadway	Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
			I-35W	SB On/Off Ramp at Cliff Rd					Dakota Co.	1/1/2013	12/31/2015
		Description of Proposed Work		Move existing intersection south, construct single lane roundabout							
Accident Diagram Codes		1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction		6, 90, 99		
									Pedestrian	Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C			1						1
Property Damage	PD				1					1	
% Change in Crashes <small>*Use Desktop Reference for Crash Reduction Factors</small>	Fatal	F									
	PI	A									
		B									
		C			-100%						
Property Damage	PD				-100%						
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C			-1.00						-1.00
Property Damage	PD				-1.00					-1.00	
Year (Safety Improvement Construction)		2022									
Project Cost (exclude Right of Way)		\$ 4,600,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block; background-color: #fce4ec;">B/C= 0.11</div> <i>Using present worth values,</i> B= \$ 528,799 C= \$ 4,600,000 <i>See "Calculations" sheet for amortization.</i>			
Right of Way Costs (optional)			F			\$ 1,140,000					
Traffic Growth Factor		3.0%	A			\$ 570,000					
Capital Recovery			B			\$ 170,000					
1. Discount Rate		5%	C	-1.00	-0.33	\$ 83,000	\$ 27,692				
2. Project Service Life (n)		20	PD	-1.00	-0.33	\$ 7,600	\$ 2,536				
			Total			\$ 30,228		Office of Traffic, Safety and Technology August 2015			

Traffic Management Technologies

Application 10587: City of St. Paul

West Side Signalized Intersection Control Enhancements

Request:

Applicant requests re-evaluation of measure 5B: Emissions and congestion benefits of project (50 points).

Measure:

Discuss how the project will reduce emissions and congestion. The applicant should focus on any reduction in CO, NOX, and VOC. Projects on roadways that provide relief to congested, parallel principal arterial roadways should reference the current MnDOT Metro Freeway Congestion Report and discuss the systemwide emissions and congestion impact of the proposed improvements. The project that is most likely to reduce emissions and congestion will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The application scored **0 points**.

Applicant's Challenge:

The applicant states that its project includes congestion-reducing elements that should have received points and the scorer's use of quantitative analysis only was not consistent with the scoring guidance.

Scoring Review:

The scorer agreed with the applicant's assertion that he should have considered likely emissions reductions characteristics as opposed to only quantitative data. He recommends **awarding the project 50 points**. Further, he recommends **awarding 50 points to project 10907** (City of Minneapolis ITS Upgrades and Enhancements).



CITY OF SAINT PAUL
Melvin W. Carter, Mayor

Traffic Engineering Division
Randy Newton, Manager
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6200
Fax: 651-298-4559

October 29, 2018

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 score 5B for the West Side Signalized Intersection Control Enhancements application submitted for funding in the recent Metropolitan Council Regional Solicitation for Federal Funding.

According to the methodology provided, the scoring committee awarded points based solely on quantitative analyses that were not required as part of the application. In previous solicitations, this category was scored based on the results of required simulation modeling, which provided a quantitative output estimating the reduction in specific pollutants. For this solicitation, the scoring measures for this category were modified to eliminate the need to perform simulation modeling, and allowing for a qualitative response, which the City provided in its application.

The City of Saint Paul provided multiple ways in which the proposed project would reduce congestion and emissions through traffic signal coordination and improved incident response, but was ultimately awarded zero points in this category.

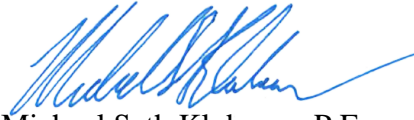
City of Saint Paul Department of Public Works thanks you for your effort in evaluating the many applications submitted, and looks forward to your response. Please contact me if you have any questions about this request.



An Affirmative Action Equal Opportunity Employer



Sincerely,



Michael Seth Klobucar, P.E.

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

Travel Demand Management

Application 10998: Move Minnesota

TDM Cultural Ambassadors

Request:

Applicant requested re-evaluation of two measures:

- 5: Project innovations and geographic expansion (200 points)
- 6A: Technical capacity of applicant's organization (25 points)

5: Project innovations and geographic expansion (200 points)

Measure:

Describe how the project is innovative or expands the geographic area of an existing project.

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

The application scored **75 points**.

Applicant's Challenge:

Scorer may not have understood that a primary focus on equity and communities of color is in and of itself a continued innovation when looking at historical TDM work in our region, and that this represents a fundamental shift in the TDM model.

Scoring Review:

Scorer recognizes the crucial and potentially transformative emphasis on equity in TDM, but multiple applicants share that emphasis and he scored on the merits on how successful he believes their approach towards that end will be. The scorer recommends **no change**.

6A: Technical capacity of applicant's organization (25 points)

Measure:

Describe the technical capacity of the applicant's organization and what makes them well suited to deliver the project.

- Organization has experience implementing similar projects: Up to 10 Points, plus
- Organization has adequate resources to implement the project in a timely manner: Up to 15 Points

The application scored **19 points**.

Applicant's Challenge:

“Scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the Regional Solicitation process. As noted in our proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects.”

Scoring Review:

The scorer re-examined his scoring of the application and recommends **no change**.

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

Regional Solicitation Score Re-evaluation Request

Move Minnesota

2446 University Avenue West, Suite 170
Saint Paul, MN 55114

For questions, please contact:

Emma Pachuta, director of programs
emmap@movemn.org
(651) 789-1416

Project ID 10998 (TDM Cultural Ambassadors in Minneapolis and Brooklyn Center)

Measure 5: Innovation and Geographic Expansion

Reason the score may be incorrect: Scorer may not have understood that a primary focus on equity and communities of color is in and of itself a continued innovation when looking at historical TDM work in our region, and that this represents a fundamental shift in the TDM model.

Measure 6A: Technical Capacity of Applicant's Organization

Reason the score may be incorrect: Scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the Regional Solicitation process. As noted in our proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects.

Travel Demand Management

Application 10913: Move Minnesota

Transforming Renters' Transportation Choices

Request:

Applicant requested re-evaluation of five measures:

- 1: Ability to capitalize on existing regional transportation facilities and resources (200 points)
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (80 points)
- 5: Project innovations and geographic expansion (200 points)
- 6A: Technical capacity of applicant's organization (25 points)
- 6B: Continuation of project after initial federal funds are expended (25 points)

1: Ability to capitalize on existing regional transportation facilities and resources (200 points)

Measure:

The applicant will receive points based on the quality of the response. Projects that effectively use existing organization and regional infrastructure and manage congestion and use on key facilities will receive the most points. The applicant with the top score will receive full points. Remaining projects will receive a share of the full points. The application scored **168 points**.

Applicant's Challenge:

Scorer may not have fully considered ridership projections along the Green Line and its role in connecting the downtowns as major economic anchors.

Scoring Review:

This was the second-highest score in this measure, and the score did incorporate the significance of the connection to the Green Line. The main reason the application did not receive the full points was because compared to MOVE MN's other project, it did not provide connections to multiple regional facilities. The other application mentions C-Line, Green Line, and Blue Line. The scorer suggests **no change**.

3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (80 points)

Measure:

This is a qualitative measure that is broken up into six scoring steps:

- (0 to 20 points). Outreach to targeted groups. Project scored 10 points.
- (0 to 60 points) Description of the project's benefits. 40 Points.
- (-10 to 0 points) Description of any negative externalities. 0 points.
- Total of steps 1 through 3: 50 points.
- Adjust the top-scoring project to the maximum 80 points and all other proportionately. This brings the total to **53 points**.

Applicant's Challenge:

"Scorer may not be aware that the identified groups are all underrepresented in mobility conversations and have low access to mobility options, particularly students."

Scoring Review:

While the scorer felt the score she awarded in the description of the project’s benefits was appropriate, she adjusted a portion of her outreach score (related to engagement with equity communities) to bring that component to 15 points, changing the raw score to 55. This would increase the final score to **59 points**. Her breakdown is as follows (scorer’s reply shown verbatim):

Based on my scoring methods for Outreach, this project originally received
0 out of 2 points on pre-engagement of communities prior to project conception
2 out of 2 points for good engagement (regardless of targeted communities)
2 out of 4 points for some engagement with "equity communities"
.... In my re-read I am willing to provide 4 out of 4 points for good engagement with "equity communities".
Therefore I recommend creating a new score of 6 out of 8 points or 15 out of 20 for Outreach

Based on my scoring methods for Project Elements, this project originally received
2 out of 2 points for good general benefits for all (regardless of targeted communities)
2 out of 4 points for some benefits for "equity communities"
... I do not see any evidence in the proposal for "good" benefits to targeted equity communities; therefore I do not recommend a change in this score.

Based on my scoring methods for Negative Externalities, this project originally received
0 out of -10 points for no negative externalities to this project, nor anything to mitigate
2 out of 4 points for some engagement with "equity communities"
... I do not recommend a change in this score.

Therefore, I recommend this project to have a new RAW score of 55. (Staff note: raw score is currently 50; proportionate adjustment to bring the top score to the maximum points, raised it to 53.)

5: Project innovations and geographic expansion (200 points)

Measure:

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

The application scored **100 points**.

Applicant’s Challenge:

Scorer may not be aware that regional TDM work has been oriented toward businesses and employers, and that traditional TDM work does not target apartment complex owners or renters. This is a new market for TDM.

Scoring Review:

The scorer did not find an error in his scoring and does not want to review the qualitative merits of the reply, as that would not be fair to the other applicants. Each application would then need to be reconsidered. The scorer recommends **no change**.

6A: Technical capacity of applicant's organization (25 points)

Measure:

Describe the technical capacity of the applicant’s organization and what makes them well suited to deliver the project.

- Organization has experience implementing similar projects: Up to 10 Points, plus
- Organization has adequate resources to implement the project in a timely manner: Up to 15 Points

The application scored **19 points**.

Applicant's Challenge:

Scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the Regional Solicitation process. As noted in our proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects.

Scoring Review:

The scorer re-examined his scoring of the application and recommends **no change**.

6B: Continuation of project after initial federal funds are expended

Measure:

Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project. (Max 25 points for identified /secured funding to a future phase, max 15 for identified funding sources that could support project beyond initial funding period, or zero points for no identified future sources). The application was awarded **0 points**.

Applicant's Challenge:

“Scorer may not have understood Move Minnesota’s assertion that fee-for service is an important component of this type of work, and our experience expanding that work has been successful in recent years.”

Scoring Review:

6B: The applicant did not state that the program would be carried on with a fee-for-service component. The scorer suggests **no change**. Additionally, the scorer also asserted that it would be difficult to justify allowing this proposal to be modified to add supporting documentation without offering the same opportunity to all other applicants.

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

Regional Solicitation Score Re-evaluation Request

Move Minnesota

2446 University Avenue West, Suite 170
Saint Paul, MN 55114

For questions, please contact:

Emma Pachuta, director of programs
emmap@movemn.org
(651) 789-1416

Project ID 10913 (Transforming Renters' Transportation Choices Along Green Line)

Measure 1: Ability to capitalize on existing facilities and resources

Reason the score may be incorrect: Scorer may not have fully considered ridership projections along the Green Line and its role in connecting the downtowns as major economic anchors.

Measure 3A: Connection to disadvantaged populations and benefits, impacts, and mitigation

Reason the score may be incorrect: Scorer may not be aware that the identified groups are all underrepresented in mobility conversations and have low access to mobility options, particularly students.

Measure 5 Innovation and Geographic Expansion

Reason the score may be incorrect: Scorer may not be aware that regional TDM work has been oriented toward businesses and employers, and that traditional TDM work does not target apartment complex owners or renters. This is a new market for TDM.

Measure 6A: Technical Capacity of Applicant's Organization

Reason the score may be incorrect: Scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the Regional Solicitation process. As noted in our proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects.

Measure 6B: Continuation after initial federal funding

Reason the score may be incorrect: Scorer may not have understood Move Minnesota's assertion that fee-for-service is an important component of this type of work, and our experience expanding that work has been successful in recent years.

Travel Demand Management

Application 10961: HourCar

HOURECAR Community Engagement and Outreach Initiative

Request:

Applicant requested re-evaluation of two measures:

- 4B: Emissions Reduction (150 points)
- 5: Project innovations and geographic expansion (200 points)

4B: Emissions Reduction (150 points)

Measure:

Show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Referencing the application-generated map, the measure measures the existing employment, manufacturing employment, and students within a mile of the project. The application scored **1 point**.

Applicant's Challenge:

The score feeds in part off of Usage (Measure 2). Provided usage of 212 (424 one-way). Usage scorer changed usage to 7 because the 212 HOURCAR users were said to be using it once to twice per month. Applicant disagrees with that change. Applicant contends that it's not the use of the car-share that should be counted, but the other non-SOV uses created by the car sharing option.

Scoring Review:

The applicant states that new users will give up cars and transfer to transit, biking, and walking, with HourCar as their backup transportation once or twice a month. The applicant assumes that transit is available to users. No methodology is provided for calculating the number of trips for each mode of transportation (transit, bike, walk), only the number of people that would register. The number of registered users was just doubled. Also, no statement is made regarding trip length for each mode (12.1 miles is not a likely average length for biking or walking trips). The scorer recommends **no change**.

5: Project innovations and geographic expansion (200 points)

Measure:

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

The application scored **35 points**.

Applicant's Challenge:

The applicant feels that the scorer interpreted the proposal and an effort to "expand existing service", rendering the maximum score at 75. Applicant states that the key innovation will be in program design, as opposed to geographic expansion and the maximum score should therefore be 200.

Scoring Review:

The scorer feels he categorized the project correctly. The project could be scored through another "lens" but qualitatively he would still see them the same, and thus wouldn't have an opportunity to improve their

standing. He does not want to review the qualitative merits of the reply, as that would not be fair to the other applicants. Each application would then need to be reconsidered. Therefore, the scorer suggests **no change**.



October 29, 2018

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

Dear Elaine,

I am writing to appeal and request review of scoring for two measures of HOURCAR's TDM proposal to the Regional Solicitation.

MEASURE 4B – Emissions Reduction

The scorer made changes to our calculation, calculating our daily VMT and emissions reduction by multiplying the total number of unique individuals by the number of monthly carshare trips by the number of miles traveled, divided by the number of days in the month.

SCORER'S CALCULATION: $VMT = \frac{[\text{unique users}] \times [\text{number of monthly trips}] \times [\text{avg. miles per trip}]}{[\text{number of days in the month}]}$

The scorer erred in this change. The calculation used by the scorer arrives at the total amount of VMT and emissions *produced* by the project, not the VMT and emissions *reduced* by the project. As the 2013 Interim CMAQ guidance states in section 12 on carsharing, "sponsors need to demonstrate an emissions reduction from the carsharing program." FHWA, in its cost-effectiveness evaluation table for the VMT and emissions reductions of various modes,¹ states that emissions reduction for (internal combustion) carshare programs are calculated by "modal shift;" that is, by the success of the program in enabling commuters to reduce their use of personally-owned vehicles and increase their use of public transit, biking, and walking.

This methodology contrasts with the emissions reduction calculations for other transportation modes, which are figured on a per-mile basis. Per the FHWA guidance referenced above, bus and rail lines calculate emissions reduction per mile traveled because they replace SOV trips with HOV trips. Electric vehicle projects (including EV carsharing) also calculate emissions reduction per mile traveled because they replace ICE trips with zero source-emission BEV trips.

Our application takes the approach recommended by FHWA. With the increased availability of carshare, as well as increased knowledge of how it works and its advantages, 212 new users will shed or defer purchase of a car, stop commuting by car, and start commuting using transit, biking, or walking. They will use the carshare vehicle for car-only errands for which they previously needed their own car. Each of the 212 monthly users will average 2 one-way commute trips each day using public transit, biking, or walking. We calculated VMT reduction of these users as follows:

¹ "FHWA - Cost Effectiveness Tables Summary,"
https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/cost_effectiveness_tables/index.cfm

OUR CALCULATION: VMT reduced = [unique HOURCAR users recruited through the project] x [number of daily commute trips previously by SOV but now by transit, enabled by carsharing] x [avg. miles per trip]

This aligns with the language of the FHWA guidance regarding “modal shift,” and calculates the true reduction of VMT and emissions resulting from our project. HOURCAR’s pricing structure, two-way model, hub locations, and Go To Card integration have all been carefully calibrated over many years to maximize use of transit, biking, and walking for most trips, while providing an occasional flex option that allows people to live without purchasing a car.

Every study that examines VMT and emissions impacts resulting from carsharing (including several referenced in our proposal) uses the methodology adopted by our proposal: measuring the difference between miles traveled in SOVs when carsharing services are available vs. what they would have been had these services not been available (i.e., modal shift). The scorer’s methodology, on the other hand, measures only the miles traveled in carshare vehicles. This creates a perverse incentive whereby the more VMT and emissions produced by carshare trips, the higher the score. This cannot be correct.

MEASURE 5 – Innovation

The scorer interpreted our proposal as an effort to “expand existing service” (scorer’s notes) and thus assigned our project to the “expansion” category, with a maximum score of 75 points. Although our project does involve geographic expansion into several new ACP50 neighborhoods, the primary focus of our proposal is creating and implementing a new community engagement strategy in disadvantaged neighborhoods. As noted in our response to measure 5, “The key innovation will be in program design,” *not* in geographic expansion of services.

As detailed in our project description, our prior efforts to increase carsharing awareness in the ACP50 neighborhoods where we currently operate has consisted primarily of outreach to community-based organizations (CBOs) and price reductions targeted at these neighborhoods. These efforts have not succeeded in increasing membership in ACP50 neighborhoods or usage at carsharing hubs in these neighborhoods. The project description went on to articulate an entirely new strategy:

We have created an outreach strategy that envisions sustained engagement and intentional, ongoing relationships with community organizations and residents. Implementing this strategy exceeds our current organizational capacity and budget. We are therefore applying for funding to support this strategy, which includes:

- *A Stakeholders' Committee to help identify barriers and create solutions to mitigate and/or eliminate these barriers for low-income users and people of color.*
- *A full-time Community Engagement Manager who will leverage community partnerships, engage residents, and promote the benefits of car-sharing across the region.*
- *Customized marketing and communication materials.*
- *Focus groups with residents that determine the needs and opportunities in their communities.*

This creative strategy (developing a Community Outreach Manager position, assembling a paid Stakeholder’s Committee, creating materials customized to the needs of disadvantaged communities, holding focus groups with low-income residents) is entirely new and innovative by definition; neither we nor anyone else has tried this before. Not even the SUMC Twin Cities Action Plan included representation from disadvantaged communities. Moreover, although the scorer’s notes state, “No

evidence of where this approach has been successful [sic] in the past,” we noted in our response to this measure that this strategy “seeks to expand upon experiences from a similar program in Los Angeles” that was used successfully in the launch of the BlueLA electric vehicle carsharing program.

The scorer misunderstood the focus of our proposal as an effort at service expansion, when in fact the thrust of the project is in engaging low-income communities in program design, including such activities as “[a]dvising HOURCAR on pricing, locations, and recruitment/hiring,” and “[c]ontributing to the day-to-day connections (individuals and organizations) that will be central to the Outreach Manager’s work as a community organizer.” Our project does include geographic expansion elements; however, we note that the “Closed Network Carshare Development” project received full points for a proposal that “Expands geographic scope/Introduces creative strategy” (scorer’s notes). Our project also expands geographic scope while introducing a creative strategy for engaging with low-income communities. It therefore should be assigned to the category, “introduces a new policy, program, or creative strategy,” with a maximum score of 200 points, and measured accordingly.

I appreciate your consideration of our request. Please let me know if you require further information.

Sincerely,



Paul Schroeder
CEO

Multiuse Trails and Bicycle Facilities

Application 10941: City of Burnsville

Highway 13 and Nicollet Avenue Grade Separated Pedestrian Crossing

Request:

Applicant requested re-evaluation of two measures:

- 2B: Snow and Ice Control (50 points)
- 4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (100 points)

2B: Snow and Ice Control (50 points)

Measure:

Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage. The application scored **0 points**.

Applicant's Challenge:

Applicant feels that its response and attached policy warrants awarding of the points.

Scoring Review:

This measure was challenged in three other applications. The scorer responded generally that the problem with these was a lack of any clarification, explanation or even some indication of commitment on the applicant's part regarding the winter maintenance **for the proposed facility**. Some of these agencies are doing winter maintenance on only a portion of their bikeway networks. In these cases, he felt they should have provided documentation that they were going to include the proposed project as well. In this specific case, the attached policy is unclear as to whether the proposed project would rate as a high priority for winter maintenance. The application does not include any other confirmation, clarification or explanation regarding winter maintenance activities for the proposed facility. No specific commitment was made within the application for winter maintenance. The scorer recommends **no change**. This was a new measure that was open to a great deal of interpretation.

4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (100 points)

Measure:

Discuss how the project will close a gap and/or improve continuity or connections between jurisdictions. The applicant should include a description of gap improvements for the project.

- A. Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier (0-90 Points). Application was awarded 45 out of 90 points for the grade separation over the wide high speed/volume highway.
- B. Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): (10 Points). Application was awarded 0 out of 10 points because there was no interjurisdictional connection. This element is not being challenged.

The application scored **45 points**.

Applicant's Challenge:

Applicant feels that the trails grade separation of TH 13 warrants more than 45 points.

Scoring Review:

The scorer gave this project a score of 45 of 90 points based on the following considerations: Though a grade separated crossing improves safety and comfort for bicyclists and pedestrians, the existing signal at this location provides a safe opportunity for pedestrians and bicyclists to cross the highway. Grade separations at signalized intersections were given the same score (45 points) because the scorer felt that the need was less significant when compared to projects proposing grade separated crossings at uncontrolled locations or across controlled access freeways. When comparing the significance of the gap or barrier for each project, she thought about what would deter a pedestrian or bicyclist from making the trip. Though a busy highway crossing at a signal is a barrier to some, she felt that other projects that provided facilities where none existed (whether they be along the roadway or across a barrier) filled a more significant gap and were therefore given more points in this category. The scorer recommends **no change**.

Scorer's verbatim response:

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier (90 points)

I gave this project a score of 45 of 90 points based on the following considerations:

- Though a grade separated crossing improves safety and comfort for bicyclists and pedestrians, the existing signal at this location provides a safe opportunity for pedestrians and bicyclists to cross the highway. Grade separations at signalized intersections were given the same score (45 points) because I felt that the need was less significant when compared to projects proposing grade separated crossings at uncontrolled locations or across controlled access freeways.
- When comparing the significance of the gap or barrier for each project, I thought about what would deter a pedestrian or bicyclist from making the trip. Though a busy highway crossing at a signal is a barrier to some, I felt that other projects that provided facilities where none existed (whether they be along the roadway or across a barrier) filled a more significant gap and were therefore given more points in this category.

I propose maintaining my original score of 45 of 90 points for this measure.

Improves continuity and/or connections between jurisdictions (10 points)

For this category, scoring was determined according to the following scale:

- 10 of 10 points: projects that directly connect 2 jurisdictions with the project.
- 5 of 10 points: projects entirely within 1 jurisdiction but that made broader network connections to other jurisdictions.
- 0 of 10 points: projects entirely within 1 jurisdiction that did not make broader network connections to other jurisdictions.

Project 10941 was given 0 of 10 points on this measure because the grade separation was entirely within the City of Burnsville and the connections to other jurisdictions will only be complete once additional trail connections are built.

I maintain that **45 points** is the appropriate score for measure 4A.

Good Morning Elaine,

The City of Burnsville would like to appeal the score for our Highway 13 and Nicollet Avenue Pedestrian Crossing in the Multiuse Trails and Bicycle Facilities section. The requested review is for two categories:

2b- Snow and Ice Control policy: 0/50 points received

The City's policy was attached to the application, but was not awarded the 50 points.

4a- Closes gap or crosses barrier: 45/100 points received

Seems like this should have scored much higher. TH 13 is identified as a barrier in the regional bikeway barrier study (as mentioned in the app). It would provide a safe crossing over this major barrier that lines up to the trail on Nicollet Ave south of TH 13 to the MVTA transit station north of the TH 13 as well as the existing trail north of TH 13 that goes to the northeast and likely future trail in this Tier 1 Corridor.

Thank you for your time and consideration of the Highway 13 and Nicollet Avenue Pedestrian Crossing Project. The City of Burnsville greatly appreciates the opportunity to apply for these funds.

Please respond so that I know you received this.

Sincerely,

Ryan Peterson Public Works Director

100 Civic Center Parkway | Burnsville, MN | 55337

952-895-4459 (office) | 952-895-4404 (fax) | www.burnsville.org/engineering

Multiuse Trails and Bicycle Facilities

Application 10899: City of Fridley

Fridley 7th Street and 57th Ave Trail Connections

Request:

Applicant requested re-evaluation of measure 2B: Snow and Ice Control (50 points).

Measure:

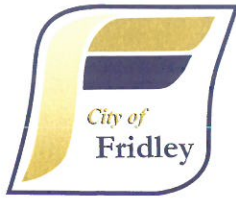
2B: Snow and Ice Control (50 points). Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage. The application scored **0 points**.

Applicant's Challenge:

Applicant feels that its response and policy warrants awarding of the points. It is the City's policy to plow the streets first and then plow the sidewalks, starting with sidewalks closest to schools. Next plowed are bus stops, City trails, County trails, and lastly private trails. Snow removal policy referenced.

Scoring Review:

This measure was challenged in three other applications. The scorer responded generally that the problem with these was a lack of any clarification, explanation or even some indication of commitment on the applicant's part regarding the winter maintenance for the proposed facility. Some of these agencies are doing winter maintenance on only a portion of their bikeway networks. In these cases, he felt they should have provided documentation that they were going to include the proposed project as well. In this specific case, the plow map was referred to as supporting information, however the reference document did not include the proposed bikeway alignment. No additional clarification or explanation was provided on the map. The application itself did not provide any additional explanation nor documentation regarding whether there was an intent to maintain the proposed trail in winter. None of the attached support letters mentioned maintenance. Research on the City's website (which had been provided) did not appear to provide any clarification regarding the proposed trail maintenance. No specific commitment was made within the application for winter maintenance. The scorer recommended **no change**. This was a new measure that was open to a great deal of interpretation.



Fridley City Hall

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

October 29, 2018

Subject: Regional Solicitation Appeal - City of Fridley

Dear Ms. Koutsoukos,

The City of Fridley is appealing the score on Section 2.B. of our Regional Solicitation grant application for Multi-Use Trail funding. Our appeal statement is as follows:

2.B. Usage

Fridley received a score of 0 out of 50 in this category regarding snow and ice control. We do not agree with a zero score for our project in this category, as we answered all the questions that indicate that this new trail would be maintained year-round to include winter as with our other trail/sidewalk infrastructure. We checked the affirmative response that we have a maintenance plan for year-round use and provided a description of maintenance plan language as required by the application. We also included a summary of our maintenance plan (in graphic format) that shows all City trails are maintained year-round by the City, including mandated snow and ice control. The graphic did not include the conceptual trail in the application, as we include existing and funded future trails and walks in our maintenance plan.

The City has every intention of maintaining the trail that is the subject of our application or we would have 1) not applied for funding, 2) not checked the affirmative response to the question, and 3) not provided a description of maintenance plan language.

MEASURE: Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage.

Include a link to and/or description of maintenance plan language.

- Maintenance plan or policy for snow-removal for year-round use (50 Points)

Applicants that have policy language that commits to year-round usage by controlling snow and ice on from trails will receive 50 points. Those who do not will receive zero points.

It is the City's policy to plow the streets first and then plow the sidewalks, starting with sidewalks closest to schools. Next plowed are bus stops, City trails, County trails, and lastly private trails. Thank you for the opportunity to clarify this part of Fridley's application.

Sincerely,

A handwritten signature in cursive script that reads 'Julie Jones'.

Julie Jones
Planning Manager
City of Fridley

Multiuse Trails and Bicycle Facilities

Application 10970: City of Chaska

Circle the Brick Trail Connection

Request:

Applicant requested re-evaluation of measure 2B: Snow and Ice Control (50 points).

Measure:

2B: Snow and Ice Control (50 points). Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage. The application scored **0 points**.

Applicant's Challenge:

The applicant points to language in the same map that states that 20 miles of trail are plowed during the winter months, adding that the trail in the application would be plowed. The applicant provided a Trail System map that includes denotation of "Plow Routes" in the City of Chaska. "Future trails" tend not to be shown as plow routes. Therefore, much (or all) of this route is not shown as a plow route. There is a plow route denoted near the eastern portion of the trail, though it's not easy to determine whether that is along the proposed project route.

Scoring Review:

This measure was challenged in three other applications. The scorer responded generally that the problem with these was a lack of any clarification, explanation or even some indication of commitment on the applicant's part regarding the winter maintenance **for the proposed facility**. Some of these agencies are doing winter maintenance on only a portion of their bikeway networks. In these cases, he felt they should have provided documentation that they were going to include the proposed project as well. In this specific case, the trail plow route map submitted with the application for support documentation does not appear to address future trail maintenance. The language on the route map specifically addressed existing facilities. The application did not elaborate, confirm, or provide any documentation of a commitment to whether the proposed project would be maintained in the winter. The scorer recommended **no change**. This was a new measure that was open to a great deal of interpretation.

Elaine,

Please accept the following appeal on the behalf of the City of Chaska.

The City of Chaska would like to appeal the score received for 2B in the Circle the Brick multiuse trail application. We request that the scoring committee take note of the language provided in the attached trail maintenance map that was attached and submitted in the online application. The language states that "20 miles of trail (existing) are plowed during the winter months to provide pedestrian access between neighborhoods and main destination points". The proposed Circle the Brick Trail segment would be an addition to the plowed trails as it connects some of our most disadvantaged neighborhoods to primary community destinations, including our core downtown business district and transit stops.

Thank you for your time and consideration. The City of Chaska greatly appreciates the opportunity to apply for Regional Solicitation funds.

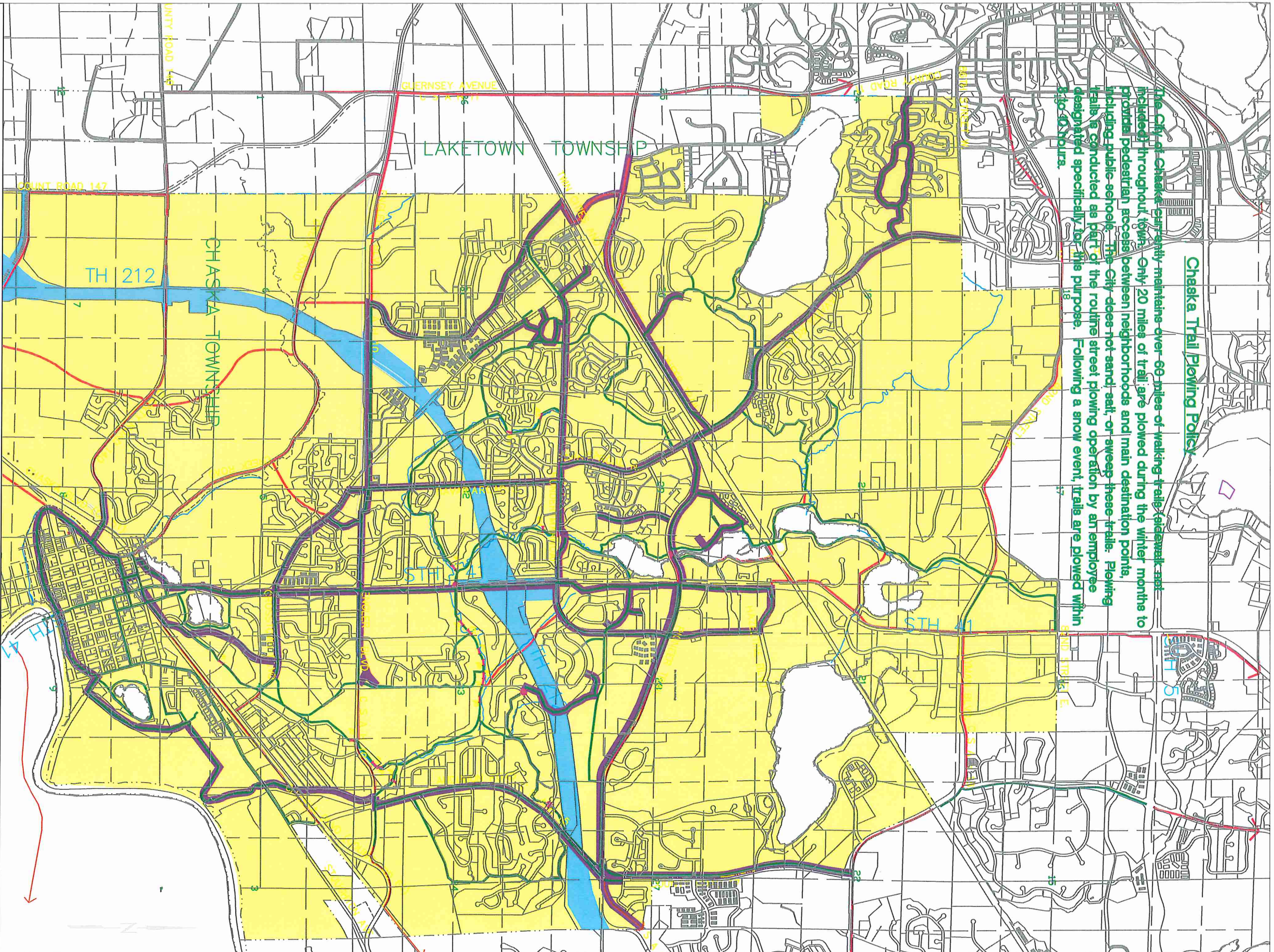
On Behalf of Kevin Ringwald
Community Development Director
City of Chaska

Phone: 952-448-9200

Email: KRingwald@chaskamn.com

The City of Chaska currently maintains over 60 miles of walking trails (sidewalks not included) throughout town. Only 20 miles of trail are plowed during the winter months to provide pedestrian access between neighborhoods and main destination points, including public schools. The City does not sand, salt, or sweep these trails. Plowing trails is conducted as part of the routine street plowing operation by an employee designated specifically for this purpose. Following a snow event, trails are plowed within 18 to 30 hours.

Chaska Trail Plowing Policy



COMMUNITY TRAIL SYSTEM CITY OF CHASKA



Chaska

- ▬ PLOW ROUTES
- ▬ CITY LIMITS
- ▬ EXISTING TRAILS
- ▬ FUTURE TRAILS
- ▬ UNDER CONSTRUCTION
- ▬ REGIONAL TRAILS
- ▬ ANNEXATION AREA
- ▬ CITY BRIDGE
- ▬ CITY UNDERPASS

0 1200 2400
Scale in feet
JANUARY 2017

Multiuse Trails and Bicycle Facilities

Application 10885: Carver County

Lake Minnetonka Regional Trail from Stieger Lake Boat Launch to Rolling Acres Road

Request:

Applicant requested re-evaluation of two measures:

- 2B: Snow and Ice Control (50 points)
- 4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (100 points)

2B: Snow and Ice Control (50 points)

Measure:

Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage. The application scored **0 points**.

Applicant's Challenge:

Applicant feels that its response and attached policy warrants awarding of the points.

Scoring Review:

This measure was challenged in three other applications. The scorer responded generally that the problem with these was a lack of any clarification, explanation or even some indication of commitment on the applicant's part regarding the winter maintenance for the proposed facility. Some of these agencies are doing winter maintenance on only a portion of their bikeway networks. In these cases, he felt they should have provided documentation that they were going to include the proposed project as well. In this specific case, the trail is currently plowed by the City of Victoria via an agreement with Three Rivers Parks - the copy of the agreement submitted with the application expired in 2017. No mention was made regarding whether the maintenance agreement is being renewed or not nor what the intent of the on-going maintenance plan was. The support letter submitted from the City of Victoria made no mention of maintenance. The City Council agenda item submitted dated August 13, 2012 referred to the Three Rivers Parks permit (which now had expired). No mention was made in the application regarding any intent by the City of Victoria to renew the permit with Three Rivers Parks. The scorer recommends **no change**.

4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (100 points)

Measure:

Discuss how the project will close a gap and/or improve continuity or connections between jurisdictions. The applicant should include a description of gap improvements for the project.

- A. Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier (0-90 Points). Application was awarded 40 out of 90 points for the grade separation over the wide high speed/volume highway.
- B. Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): (10 Points). Application was awarded 5 out of 10 points because while the

trail is entirely within Victoria, it has broader connections to other communities once the gap is filled.

The application scored **45 points**. This breaks down to 40 in part A and 5 in part B.

Applicant's Challenge:

Applicant feels that the trails grade separation of TH 13 warrants more than 45 points.

Scoring Review:

The scorer gave this project a score of 40 of 90 points in part A above because she didn't feel that upgrading an existing unpaved trail to a paved surface was as significant of a gap when compared to many other projects in the category that were providing bike facilities where none exist. In reviewing how this scored relative to other projects in the category, it scored similarly to projects proposing to resurface existing trails. Upon reconsidering, the scorer suggests **providing ten extra points (i.e., 50)** points in this category in recognition that: 1) paving a 1-mile segment of unpaved trail is a more significant upgrade than resurfacing an existing paved trail and 2) the RRFB and median at Rolling Acres Road provide an improved crossing of a County highway where there is currently just a crosswalk. This 50 would be in addition to the 5 in part B, for a **total of 55**.

Scorer's verbatim reply:

The score for 4A is comprised of two elements:

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier (90 points)

I gave this a score of 40 out of 90 points because I didn't feel that upgrading an existing unpaved trail to a paved surface was as significant of a gap when compared to many other projects in the category that were providing bike facilities where none exist. In reviewing how this scored relative to other projects in the category, it scored similarly to projects proposing to resurface existing trails.

Upon reconsidering, I have decided to give the project 50 of 90 points in this category in recognition that: 1) paving a 1-mile segment of unpaved trail is a more significant upgrade than resurfacing an existing paved trail and 2) the RRFB and median at Rolling Acres Road provide an improved crossing of a County highway where there is currently just a crosswalk.

Improves continuity and/or connections between jurisdictions (10 points)

For this category, scoring was determined according to the following scale:

- 10 of 10 points: projects that directly connect 2 jurisdictions with the project.
- 5 of 10 points: projects entirely within 1 jurisdiction but that made broader network connections to other jurisdictions.
- 0 of 10 points: projects entirely within 1 jurisdiction that did not make broader network connections to other jurisdictions.

Project 10885 was given 5 of 10 points because it was entirely within the city limits of Victoria, but the connection would allow someone to travel to another jurisdiction along the route. I do not wish to change this score.

My proposed revised total score for Measure 4A is **55 points**.



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

October 29, 2018

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

SUBJECT: 2018 Regional Solicitation Score Re-evaluation for Lake Minnetonka Regional Trail Project (ID 10350)

Dear Ms. Koutsoukos:

Carver County respectfully requests the TAC Funding and Programming Committee to re-evaluate two scoring measures for the Lake Minnetonka Regional Trail from Stieger Lake Boat Launch to Rolling Acres Road Project application (ID 10350). Specific measures for re-evaluation are:

- Measure 2A – Potential Usage: Snow and Ice Control measure
- Measure 4A – Deficiencies and Safety: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

Please provide the scoring methodology and reasoning used to score both measures. Specifically provide an explanation for altering the County's response to Measure 2A that there is a "Maintenance plan or policy for snow removal for year-round use."

Reason for Re-Evaluation of Measure 2A – Potential Usage: Snow and Ice Control

The County requests a change in this scoring measure from 0 out of 50 points to 50 out of 50 points. The proposed project is to pave the existing Lake Minnetonka Regional Trail. The existing trail has been plowed by the City of Victoria since 2003. The trail is located in the City of Victoria and is owned by Three Rivers Park District. The existing trail is currently plowed by the City of Victoria, which is regulated through a permitting process with Three Rivers Park District.

The documentation attached to the application included an adopted City of Victoria Council Agenda item that specifies "**The City provides winter maintenance for the LRT which includes plowing and trash pick-up.**" Also attached was a 5-year plowing permit issued by Three Rivers Park District to the City of Victoria. The attached permit has expired and a new permit was not available to submit with the application; however, the documentation provided shows the City adopted a policy to provide winter maintenance to the trail regardless of the permit status with Three Rivers Park District.

Reason for Re-Evaluation of Measure 4A – Deficiencies and Safety: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

The County requests an increase to the project's score in this category, which is currently 45 out of 100 points. Most notably, the project close an unpaved trail gap in the regional trail and RBTN systems and addresses a roadway crossing barrier for a regional trail with the proposal of an RRFB safety crossing improvement at a major County Highway. Please provide the methodology used for scoring this measure and consider re-evaluation of the score.

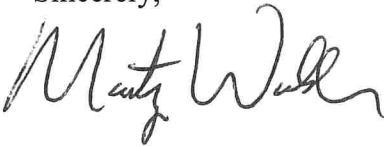
Overall Feedback on Project Scoring and Rank

It is clear that suburban and rural community projects, especially regional trail projects, struggle to compete for funding in this modal category. The County proposes three issues be investigated prior to the next Regional Solicitation cycle.

1. Development of two tiers of project types, defined by Community Designation, with separate funding allocations.
2. Lower the project award amount from \$5.5 million to \$3.5 million in order to fund more projects and distribute funding to more agencies or cap the number of \$5.5 million awards.
3. Review the scoring spread for each measure to ensure equity across measures. For example, Measure 2A creates a wide gap in scoring, with suburban and rural projects receiving very low scores. A similar gap is not reflected in other scoring measures such as multi-modal, safety, or risk assessment.

Carver County appreciates the funding opportunity made available through the Regional Solicitation process and the specific opportunity for review and re-evaluation of specific scores. If you have any questions please don't hesitate to contact me or Angie Stenson, Senior Transportation Planner, 952-466-5273, astenson@co.carver.mn.us.

Sincerely,



Marty Walsh
Carver County Parks and Recreation Director
952-466-5252

Multiuse Trails and Bicycle Facilities

Application 10744: Ramsey County

Bruce Vento Regional Trail Extension - Buerkle Road to Highway

96

Request:

Applicant requested re-evaluation of three measures:

- 2A: Existing population and employment within 1 mile (150 points)
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (50 points)
- 4B: Deficiencies corrected or safety problems addressed (150 points)
- 5: Transit or pedestrian elements of the project and connections (100 points)
- 6: Risk Assessment Form (130 points)
- 7: Cost effectiveness (100 points)

2A: Existing population and employment within 1 mile (150 points)

Measure:

Referencing the application-generated map, the measure measures the existing employment, manufacturing employment, and students within a mile of the project. The application scored **51 points**.

Applicant's Challenge:

The measure does not adequately capture the employment impact of the project, i.e., the population beyond the one-mile buffer.

Scoring Review:

2A: This appears to be a critique of the measure rather than a challenge as to how it was scored. **No change is recommended.**

3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (50 points)

Measure:

This is a qualitative measure that is broken up into six scoring steps:

- (0 to 3 points). Outreach to targeted groups. Project scored 2.5 points.
- (0 to 7 points) Description of the project's. 4 Points.
- (-3 to 0 points) Description of any negative externalities. 0 points.
- Total of steps 1 through 3: 6.5 points.
- Incorporation of the multiplier based on where the project is located. This project was located in a census tract that is above the regional average for population in poverty or population of color, providing a maximum of 60% of the total score. Adjustment at this point this step results in 3.9 points.
- Multiply the score by 5 (because steps one through three allow for a maximum of ten points and the measure is worth 50 points). This step results in 19.5 points.
- Adjust the top-scoring project to the maximum 50 points and all other proportionately. This brings the total to **33 points**.

Applicant’s Challenge:

The applicant cites project benefits and questions the measure’s provision of data related to connection to key populations.

Scoring Review:

Scorer reviewed the project and did not make an error or miss anything and therefore recommends **no change**. The following rationales were provided

- Trail touches an above-average area, which qualifies it for a 0.6 multiplier.
- Engagement process is exemplary, and very well described, which is reflected in the score of 2.5 out of 3.
- Benefits are well described; projects that scored higher have either more benefits identified or more detailed descriptions or quantification.

4B: Deficiencies corrected or safety problems addressed (150 points)

Measure:

Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. Applications that provide crash data can score up to 150 points while applications that do not can score up to 100. The application scored **90 points**.

Applicant’s Challenge:

The applicant generally felt that a better score was warranted. During the course of the letter, the applicant alluded to crash data, which the scorer did not acknowledge in his write-up.

Scoring Review:

Scorer missed the inclusion of the crash data. Based on his original read of the project, along with the inclusion of the crash data, he recommends **increasing the score to 125 points**. As a note, a part of the reason this was missed was because the application was 318 pages in length.

5: Transit or pedestrian elements of the project and connections (100 points)

Measure:

Discuss any transit or pedestrian elements that are included as part of the project. The application scored **83 points**.

Applicant’s Challenge:

As indicated by the project’s success in other measures, this measure does not adequately capture the multimodal connections.

Scoring Review:

‘Per the Ramsey County appeal letter comment that measure 5 uses a different approach than measures 1 & 4A. This is correct. Measure 1 focuses purely on RBTN. Measure 4A reviews projects that best close gaps and improve connections between jurisdictions. Per the scoring guidance, Measure 5 awards the most points to projects that have the most comprehensive enhancement of the travel experience and safe integration with other modes. Measure 5 is also focused on the quality of improvements. The scoring approach for Measure 5 was discussed among the Multimodal Scoring work group; a scoring approach consistent with past Solicitation cycles was maintained. The majority of the applicant Solicitation response (and the appeal letter for item 5) details access and connecting networks or destinations. There is a limited description of specific enhancements, safe integration across modes, or quality of the improvements. Therefore, these are areas where points were reduced. As an example, the following statement from the application is a sample of the kind of response that could potentially gain more points if text describing specific improvements would have been expanded: “The trail is also planned to have multi-modal elements for improved use such as separated off-road trail alignments, improved at-grade

road crossing for safety, trailhead areas with site amenities that will accommodate the needs for trail users”.’ The scorer recommends **no change**.

6: Risk Assessment (130 points)

Measure:

Applicants provide a layout and report on whether there are potential delays related to Section 106 historic resources, right-of-way, and railroad involvement. Project scored **88 points**.

Applicant’s Challenge:

Applicant was awarded full points for layout and Section 106 resources. Reduced points were awarded for right-of-way, and railroad involvement. The challenge entails explanation on how the project serves the needs identified in the 2016 Regional Solicitation’s risk assessment sheet.

Scoring Review:

Scorer rewarded points based on the information (i.e., check boxes) filled out in the original submission. As such she recommends **no change**.

7: Cost Effectiveness (100 points)

Measure:

This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost. The application was awarded **8 points**.

Applicant’s Challenge:

Applicant stated several benefits of the project.

Scoring Review:

The scorer made sure he’d scored the project correctly, which he had. The “benefits,” for the purpose of this score, is based on the total score on the other measures. The score recommends **no change**.



October 31, 2018

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
390 North Roberts St
St. Paul, MN 55101

RE: Bruce Vento Regional Trail – Appeal of TAB Draft Scores for Application ID 10744

Dear Ms. Koutsoukos:

Thank you for providing the draft scores for review on the 2018 Regional Solicitation for Bicycle and Pedestrian Facilities. After further review of the draft scores for application ID 10744, Ramsey County is appealing the draft scores, and is requesting additional clarification and review for items 2A, 3A, 4B, 5, 6, and 7.

Item 2A – Potential Usage

Additional clarification and review is requested for the method of scoring for this section. According to *Measure A* for this section, it appears the scoring is based on existing population and employment within 1 mile of the project area. This measure does not provide an accurate data of potential usage for the project area, since this is only one small section of a large regional trail that extends through six different municipalities (St. Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township). The Bruce Vento Regional Trail is 13 miles in length, and extends from the east side of downtown St. Paul to the north County line (County Road J) in White Bear Township. Only the southern 7 miles of trail is constructed from downtown St. Paul to Buerkle Road in White Bear Lake, however this trail serves as a major regional bicycle and pedestrian route within Ramsey County.

Based on 2016 Regional Trail visitation numbers identified by the Metropolitan Council, the Bruce Vento Regional Trail section within the City of St. Paul had approximately 237,000 yearly visitations, and Ramsey County had approximately 345,500 yearly visitations totaling 582,500 combined yearly visitations. In addition, the 2017 Metropolitan Council identified the regional trail segment in St. Paul with 293,900 yearly visitations, and the Ramsey County segment with 384,600 yearly visitations totaling 678,500 yearly visitations. This serves as a main reason why the trail usage numbers cannot be based just off the population summary of the project area alone, since the regional trail extends through other municipalities with higher populations. In addition, the Ramsey County section of trail has higher visitation numbers than the City of St. Paul, because the Ramsey County section is a primary RBTN Tier 1 north-south that provides a direct connection into the City of St. Paul from northern communities of Ramsey County, and vice versa for connections to northern communities within Ramsey County.

The extension of regional trail from Buerkle Road to Highway 96 in White Bear Lake will connect northern Ramsey County to the Metropolitan Regional Trail System. This connection will eliminate a major barrier and will allow additional trail use and connection to other regional trails throughout the regional trail corridor such as the Sam Morgan Trail, Trout Brook Regional Trail, Gateway State Trail, Highway 96 Regional Trail, Lakes Links Regional Trail, South Shore Trail, and the Rice Creek North Regional Trail and Birch Lake Regional via connection

through the Highway 96 Regional Trail. This project will also complete a major gap in the national trail system (USBR 41) as well.

Item 3A – Connection to disadvantaged populations and projects benefits, and impacts

Additional clarification and review is requested for the method of scoring for this section. According to *Measure A* for this section, it appears the scoring is based on connection to disadvantaged populations, projects benefits, impacts and mitigation. This measure does not provide an accurate data of connection to disadvantaged populations, projects benefits, impacts and mitigation for the project area since this is only one small section of a large regional trail that extends through six different municipalities (St. Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township). A major project benefit is eliminating a major barrier/gap between two Above Regional Average Concentrated areas of Race/Poverty in addition to eliminating equity disparities between two northern communities. This project does not impact or cut off any existing residential housing in the project area. In addition, since the regional trail extends north/south throughout Ramsey County, the trail project area will eliminate a major barrier, and will also connect concentrated poverty within St. Paul and Maplewood to northern Ramsey County via the Bruce Vento Regional Trail, or through connection to other regional trails such as the Lakes Link Regional Trail, South Shore Trail, Highway 96 Regional Trail, and the Rice Creek North and Birch Lake Regional Trail via connection through the Highway 96 Regional Trail.

Item 4B - Safety

Additional clarification and review is requested for the method of scoring for this section. According to *Measure B* for this section, it appears the scoring is based on deficiencies corrected or safety problems addressed. As noted within the application and above, this project will provide a safe off-road trail that currently does not exist. This project eliminates pedestrian conflicts with major vehicular corridors, and providing a safe alternate method of travel for bikeways. Safety improvements will be gained throughout the project area by improving at-grade crossing areas, elimination of pedestrian impacts in major vehicular corridors by providing an off-road trail for bypass of County Road E and Highway 61, in addition to improving intersection crosswalk components at the intersection of White Bear Avenue and Highway 61, and the intersection of Highway 96 and Highway 61.

Buerkle Road –Buerkle Road has medium ADT due to the adjacent office, retail and industrial business, and is used as a connecting street between White Bear Avenue and highway 61. The location of the proposed trail crossing at Buerkle Road has poor sightlines for vehicles because the trail crossing is located at an S-curve. An improved at-grade crossing will be provided as part of the Rush Line Bus Rapid Transit project at this intersection and will be included within the signalized section to provide additional safety. Rush Line BRT improvements for this area is anticipated in 2022-2023, which is consistent with Bruce Vento Regional Trail construction.

County Road E and Highway 61 – The trail is planned to eliminate pedestrian conflicts by avoiding at grade trail crossing in these two high vehicular corridors. The trail is planned to go under these two roads at existing vehicular roadway bridge locations.

Highway 61 – According to the 2015 Minnesota Department of Transportation Bikeway Map, there currently is a north-south bikeway located on the shoulders of Highway 61 in the project area. The Rush Line Bus Rapid Transit project is proposing to utilize the road shoulders of Highway 61, and will conflict with bikeway routes. In addition, Highway 61 is an area of high bicycle and pedestrian traffic stress, with nearly nonexistent level of pedestrian service along the length of the project corridor. This project provides a safe alternate method of bike travel that would be able to reduce potential bicycle impacts on this highly traveled vehicular corridor.

Intersection of White Bear Avenue and Highway 61 – The project will improve existing pedestrian crosswalk areas for east-west connections across Highway 61. The intersection is planned to be improved by relocating existing curb lines, possible shifting of existing vehicular light standards, and reconfiguring crosswalk locations to allow safer travel across Highway 61. This intersection will be the primary crossing point, and connection to a RBTN Corridor (South Shore Trail), and business districts located on the east side of Highway 61 in the project area.

Intersection of Highway 96 and Highway 61 – The project will improve existing pedestrian crosswalk areas for east-west links across Highway 61 for connection to the Lakes Link Regional Trail, and alternate connection to the South Shore Trail. This project will also improve existing pedestrian crosswalk locations and provide improved north-south across Highway 96 to the areas of White Bear Lake on the north side of Highway 96. This is a critical intersection because it sets the stage for future extension of the Bruce Vento Regional Trail to County Road J for connection to the Hardwood Creek Regional.

Additionally, as a component to this question, crash data provides a major emphasis for receiving higher point values. Crash data was provided within the attachment section of the application. Information provided identified both pedestrian and bicycle crashes within the project corridor for non-incapacitating and incapacitating injuries. Crashes were located at County Road E/Hoffman Road, County Road F/Highway 61 and on Highway 61 near Highway 96. Crashes are continuing to occur from the lack of pedestrian and bicycle facilities within the project corridor. In addition, several crashes were identified out, but near the project corridor, which represents pedestrians are trying to find other corridors to navigate around the barrier/gap to connect to the Bruce Vento Regional Trail.

Item 5 - Multimodal

Additional clarification and review is requested for the method of scoring for this section. According to the *Measure* for this section, it appears the scoring is based on transit or pedestrian elements of the project and connections. Draft scores for this section do not seem to make sense, and are not consistent with the scoring approach used for Item 1 and 4A. According to the information provided by the Metropolitan Council, the Bruce Vento Regional Trail project plays an extremely important role in Regional Bicycle Transportation Network (RBTN) as a Tier 1 Alignment. This project also connects into other RBTN Tier 1 Alignments such as the Highway 96 Regional Trail, Gateway State Trail, Trout Brook Regional Trail, and the Rice Creek North Regional Trail via connection from the Highway 96 Regional Trail. This project has direct connection to a RBTN 2 Corridor for the South Shore Trail and Lakes Link Regional Trail. This information is identified on the Metropolitan Council Multiuse Trail and Bikeway Map. In addition, this project also connects to bike routes on Highway 61, which are currently located within the roadway shoulders throughout the length of the project corridor.

Also, as indicated in the application, this project provides critical multi-modal connections and will remove barriers to the Rush Line Bus Rapid Transit between Buerkle Road and Highway 96. Pedestrian will be able to utilize the Bruce Vento Regional Trail to Rush Line stops at Buerkle Road, County Road E, Cedar Avenue/Highway 61, and along Highway 61 by Whitaker Street. These connections are critical in providing increased ridership and alternate methods of travel. Rush Line BRT improvements for this area is anticipated in 2022-2023, which is consistent with Bruce Vento Regional Trail construction.

Item 6 – Risk

Additional clarification and review is requested for the method of scoring for this section. According to the *Measure* for this section, it appears the scoring is based on the risk associated with the project. I want to clarify the steps that have been taken already for the proposed trail section.

Stakeholder Process – Stakeholders holder groups/agencies along the corridor have been identified and have been part of the process of developing the trail alignment. Public stakeholder’s agencies along the corridor are Maplewood, Gem Lake, New Brighton, White Bear Township, White Bear Lake, Ramsey County, and Burlington Northern Santa Fe (BNSF). Multiple meetings have been held with the stakeholders for project coordination. In addition, several public input meetings where held to gain input on the proposed project as part of the preliminary design study. Several items were added to the proposed trail project as a direct result of the public open house meetings.

Layout or Preliminary Plan – Detailed preliminary development plans were completed for the proposed trail project area. These plans identify all impacts and proposed improvements along the trail corridor including a detailed estimate. Final construction plans are underway and are based on the preliminary development plans. It should be noted that the preliminary development plans were completed to 30% level of construction plans to provide accurate information as it relates to project benefits, and costs associated for implementation.

Environmental Documentation - Environmental documents have not been completed, but are underway as a component to the final construction plans and will be included in the preparation of the State-Aid Project Manual (PM). The PM document is anticipated to be completed by the end of 2019.

Review of Section 106 - These documents have not been completed, but are underway as part of the PM documentation preparation. Due to the existing land uses and impact to the project corridor, it is not anticipated Section 106 items will not be identified within the project corridor.

Review of Section 4F or 6F properties - No 4F or 6F property is in the project area.

Right of Way- Most of the trail alignment is located either in Ramsey County road right-of-way, City of White Bear Lake road right-of-way, or other public property owned by the City of White Bear Lake, and White Bear Township. There is no conflict in obtaining right-of-way certificates between these agencies as they are in favor of the project, and have been part of the stakeholder group. Additionally, the process has been started for potential easements (permanent and or temporary) with private landowners adjacent to proposed trail.

Railway - Several meetings had occurred with Burlington Northern Santa Fe (BNSF) Railway and the County throughout the preliminary design plan phase, and are continuing to occur on a regular basis for final design components for sections of trail within the railway. Negotiations with BNSF have led to a point where they have agreed to issuing a trail permit, rather than creating an easement within the railway. The BNSF will not issue this permit until one year prior to the start of construction.

Interchange Approval – Interchange approval would consist of improvements at the intersection of White Bear and Highway 61, and the intersection of Highway 96 and Highway 61 for improved pedestrian/crosswalk connections.

Construction Plans – Final construction plans are underway and are based on the preliminary development plans. It should be noted that the preliminary development plans were completed to 30% level of construction plans. It anticipated construction plans would be completed by the end of 2019.

Item 7 – Cost Effectiveness

Additional clarification and review is requested for the method of scoring for this section. According to the *Measure* for this section, it appears the scoring is based on the project’s cost effectiveness (benefit) on the total-eligible project cost and total points awarded in the criteria 6. As part of the preliminary design study, a detailed

(accurate) cost estimate was prepared to identify project components. The cost estimate was based on several public input meetings for design accommodations and detailed preliminary design plans (designed to a 30% construction document level) rather than schematic cost estimates typically submitted with regional solicitation applications. The costs identified within the detailed cost estimate are relative to a project of this nature, and have been vetted to verify accuracy.

Regarding the benefit component, this project eliminates a major gap in the national and regional trail system. The benefit is gained locally throughout Ramsey County and State-wide. This connection will eliminate a major barrier within the regional and national trail (USBR 41) to allow additional trail use and connection to other regional trails throughout the regional trail corridor such as the Sam Morgan Trail, Trout Brook Regional Trail, Gateway State Trail, Highway 96 Regional Trail, Lakes Links Regional Trail, South Shore Trail, and the Rice Creek North Regional Trail and Birch Lake Regional via connection through the Highway 96 Regional Trail. This project will also complete a major gap in the national trail system (USBR 41) as well.

In addition, a major project benefit is eliminating a major barrier/gap between two Above Regional Average Concentrated areas of Race/Poverty in addition to eliminating equity disparities between two northern communities, and for connecting Concentrated Poverty areas of Race/Poverty within St. Paul and Maplewood to northern Ramsey County via the Bruce Vento Regional Trail.

If you have any questions or require additional information please do not hesitate to call me at 651-363-3786 or scott.yonke@co.ramsey.mn.us.



Scott Yonke, PLA | Director of Planning and Development
Ramsey County Parks and Recreation Department
2015 Van Dyke Street
Maplewood, MN 55109-3796
651-363-3786
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Pedestrian Accommodations

Application 10996: Anoka County

CSAH 9 (Round Lake Blvd.) Pedestrian Accommodations over US 10 in Coon Rapids

Request:

Applicant requested re-evaluation of measure 5: Multimodal Facilities and Existing Connections (150 points).

Measure:

Discuss any transit or bicycle elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and bicycle connections. Furthermore, address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why mode may not be incorporated into the project. The project was awarded **no points**.

Applicant's Challenge:

Applicant feels that the project makes an adequate connection to transit and is worth points based on that. The project was awarded zero points.

Scoring Review:

The scorer scored applications based on their connections to the following multimodal elements:

- Local bus
- Existing transitway
- Future transitway
- On-street bicycle facility
- Off-street bicycle facility
- Planned bike facility

He also gave a small number of points to pedestrian projects that directly enhanced adjacent bicycle or transit facilities. This is the same scoring method used in the previous solicitation. Implicit in the scoring is the assumption that the project could plausibly improve a pedestrian's connection to one of these other modes. Specific to this application, the proposed pedestrian improvement is an 8' sidewalk on the east side of Round Lake Blvd over TH10, including the approaches. This parallels Route 805, but since there are already bus stops on both sides of TH10, the scorer says he can't think of a situation of how this new crossing would improve access to transit. That is, why would someone walk to the other side of TH10 to catch a bus when there's already a stop on their side of the highway? Likewise, the 8' width of the sidewalk falls short of state guidelines on shared bike/pedestrian lanes. For this reason, the scorer assumed the sidewalk was not bikeable, so no points were given for improving connections to bicycle facilities.

The scorer recognized that the applicant probably isn't aware of the specifics of the above scoring methodology. Under the circumstances he feels that it seems reasonable to **award 38 points** for access to local bus.



Anoka County

TRANSPORTATION DIVISION

Highway

Douglas W. Fischer, PE
County Engineer

October 26, 2018

Ms. Elaine Koutsoukos (elaine.koutsoukos@metc.state.mn.us)
Transportation Advisory Board Coordinator
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Re: 2018 Regional Solicitation Score Re-evaluation

Dear Ms. Koutsoukos:

Upon review of our 2018 STBGP application for Pedestrian Accommodations for CSAH 9 (Round Lake Blvd) over US 10 in Coon Rapids and corresponding score we received, we respectfully request re-evaluation of our score for measure No. 5 Multimodal Facilities and Existing Connections.

We believe that the scorer was incorrect in their assessment of how well this project would address this measure, which accounts for 15 percent of the total points. For this measure, we received a score of zero (0). Our initial thought was that this must be an error as no other project received a score of zero (0) for this or any of the other measures used to evaluate projects under this funding category.

In reviewing our response given in the application to this measure, we stated the presence of transit stops for transit routes (Anoka Traveler bus route 805) within the project area and that this project would serve to link pedestrians to this route. One would think that this alone should garnish some points for addressing this measure. Reading further, we also identified the key multimodal goals that this project would achieve, which include:

- Provide a sidewalk to safely channel pedestrians over Highway 10 to access a larger economic/employment hub.
- Reduce pedestrian and bicycle exposure, while improving pedestrian and bicycle access and mobility.
- Promote and encourage walking in Coon Rapids.
- Enhance transit ridership for the Anoka Traveler
- Eliminate circuitous pedestrian and bicyclists routes over Highway 10.

Thank you for the opportunity to review the scoring methodology used in the assessment of our 2018 STBGP application for providing a pedestrian crossing on CSAH 9 over US 10 in Coon Rapids. We believe this is a critically important project to address needs related to multimodal facilities and existing connections within the Riverdale Village Shopping Center and Walmart retail areas adjacent to CSAH 9 on either side of US 10. If you have any questions or need any additional information, please let me know.

Sincerely,

Jack Forslund
Transportation Planner
Anoka County Highway Department

Our passion is your safe way home!

1440 Bunker Lake Blvd. NW ▲ Andover, MN 55304-4005
Office: 763-862-4200 ▲ Fax: 763-862-4201 ▲ www.anokacounty.us/highway

Affirmative Action / Equal Opportunity Employer

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Transit

Letters provided by Apple Valley and Southwest Transit

Southwest Transit and the City of Apple Valley submitted appeals of the evaluation process for scoring transit projects and requests that TAB review the scoring methodology for selecting projects in the Transit Expansion and Transit Modernization categories. The Funding & Programming Committee can only approve scores per the TAB-approved Regional Solicitation scoring guidance. The letters are attached because they came in response to the call for appeals and the authors hope they will inform project selection.



City of

**Apple
Valley**

7100 147th Street West
Apple Valley, MN 55124-9016

Telephone (952) 953-2500
Fax (952) 953-2515
www.cityofapplevalley.org

October 31, 2018

Ms. Elaine Koutsoukos
Met Council – TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

Re: Request for Scoring Reconsideration
City of Apple Valley's 2018 Regional Solicitation Grant Application
Red Line BRT 147th St. Station Skyway

Dear Ms. Koutsoukos:

The City of Apple Valley respectfully requests a reconsideration of the scoring for the City's application for the above referenced 2018 Regional Solicitation Grant Application. The requested reconsideration is not in respect to an individual specific scoring measure but that the evaluation process overall be more inclusive of transit projects outside of the urban core and specifically non-Metro Transit submitted projects.

After reviewing the preliminary scores for the 2018 Regional Solicitation applications in which the top four highest scoring projects in both the Transit Expansion and Modernization categories were Metro Transit submitted applications, it is the opinion of the City that the current scoring methodology tends to favor urban core projects more heavily than suburban projects, like Apple Valley's submission. This is a change from past solicitations where projects outside the urban core scored better overall. In order to achieve more regional balance and equity, the City requests that the Transportation Advisory Board (TAB) review the scoring methodology to ensure that awarded projects are more regionally distributed by requiring that all awarded projects not be Metro Transit submissions.

If you have any questions, please feel free to contact me at 952-953-2578 or by e-mail at: tlawell@cityofapplevalley.org.

Sincerely,

CITY OF APPLE VALLEY

Thomas Lawell
City Administrator

C: Matt Saam, Public Works Director

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13500 Technology Dr., Eden Prairie, MN 55344
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October 22, 2018

James Hovland, Chair
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

Dear Chair Hovland:

The purpose of this letter is to draw attention to the scoring of the Transit Expansion and Transit Modernization categories in the 2018 Regional Solicitation. It is SouthWest Transit's (SWT) belief that the draft scoring of the transit projects submitted to the 2018 Regional Solicitation shows a clear bias towards Metro Transit/Met Council-submitted projects when compared to projects submitted by SWT, the Minnesota Valley Transit Authority (MVTA), Scott and Dakota Counties. Out of 19 total submitted transit projects, Metro Transit/Met Council submitted nine projects (this includes the City of Apple Valley's project benefiting the Met Council's Red Line BRT). All nine of said projects scored highest in their respective categories and above all other projects submitted by non-Metro Transit/Met Council organizations.

Intentional or not, the draft scoring represents a highly troubling imbalance in regional equity. In previous solicitations such an imbalance was never seen. Non-Metro Transit/Met Council transit applications would regularly score among the highest in their categories. SWT certainly has had its fair share of success in receiving funding through the Regional Solicitation process. In fact, SWT has even returned awarded funding back to the Met Council so that it could give other transit agencies the opportunity to access Regional Solicitation funding. It appears such examples of regional cooperation and equity have gone by the wayside.

As you may be aware, Metro Transit is facing an estimated \$100 million budget deficit over the next biennium, and it appears the Regional Solicitation scoring process failed to consider the ability of Metro Transit to fund services beyond the awarded demonstration period. This is a change in scoring methodology from past solicitations. Previously, applicants had to demonstrate the financial capacity to operate services beyond the timeframe of awarded funds. I think we all can agree that it makes little sense to award millions of dollars to projects that cannot be sustained beyond their demonstration period.



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SWT is aware that the scoring methodology for the Regional Solicitation has undergone changes over the past few rounds of applications. While it is my belief that the changes were made to allow for as fair of a process as possible, it's clear the results of the scoring methodology have created unfair consequences. This being the case, SWT respectfully requests the following actions be considered by the TAB:

- Have the TAB direct the TAC to revisit the Regional Solicitation scoring methodology for both the Transit Expansion and Transit Modernization categories and make adjustments that will promote greater regional balance/equity.
- Reinstate the requirement that transit project applicants must demonstrate the financial capacity to operate projects beyond the life of awarded funds. This requirement should include an analysis of an applicant's projected budget surplus/deficit in the coming years.
- Ensure at least one Suburban Transit Association member receives a minimum of one awarded project in both the Transit Modernization and Transit Expansion categories.

SWT greatly appreciates your thoughtful consideration of these requests. We look forward to working together with the TAB in addressing the issues identified above.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brad Aho', is written over a circular stamp.

Brad Aho
Chair, SouthWest Transit Commission

Cc: Randy Maluchnik, TAB Member – Carver County
Jan Callison, TAB Member – Hennepin County
Denny Laufenburger, TAB Member – Chanhassen
Jeff Wosje, TAB Member – Suburban Transit Association
Brad Tabke, TAB Member – TAB District B
Elaine Koutsoukos, TAB Coordinator
Luther Wynder, MVTA Executive Director
Len Simich, SWT CEO
James Clark, Suburban Transit Association