

Action Transmittal

Transportation Advisory Board



Meeting Date: March 21, 2024

Date: March 14, 2024

Action Transmittal: 2024-18

2024 Regional Solicitation Scoring Appeal for City of Hopkins

To: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705
Elaine Koutsoukos, TAB Coordinator, 651-602-1717

Requested Action

The City of Hopkins requests a review and potential score change to Measure 4A (Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project) for its 17th Avenue Multiuse Trail Green Line Connection Project. Additionally, Metropolitan Council staff requests approval of final Regional Solicitation scores following decisions on these appeals.

Recommended Motion

That the TAC Funding & Programming Committee not change the score to Hopkins's Measure 4A.

Background and Purpose

Regional Solicitation applicants were given the opportunity to appeal their scores with a due date of Wednesday, March 13. The City of Hopkins provided an appeal discussed on subsequent pages. Metropolitan Council staff consulted with the scorer and the scoring committee chair to generate a recommended course of action as shown in the pages below.

New material cannot be considered in the review of an appeal. Appeals are meant only to challenge scoring errors or misinterpretations of the scoring guidance. In the appeal process, 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. Judgement on this request should be based on the merit of the project in relation to this scoring measure and the impact on the project's ranking should not be considered.

Please note that any changes made to the score will not result in a final ranking on the spot, as the Cost Effectiveness score would likely increase by a slightly larger amount.

Multiuse Trails and Bicycle Facilities

Application 20482: Hopkins; 17th Avenue Multiuse Trail Green Line Connection Project

Applicant requested re-evaluation of Measure 4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (150 points).

Measure:

The scoring measure awards the higher number of points received in Part 1 (a qualitative assessment discussed below) and Part 2 (the project's standing in relation to Regional Bicycle Barrier Crossing Improvement Areas and Major River Bicycle Barrier Crossings). The application scored 60 points for Part 1 (and, therefore, the measure) and zero points for Part 2. The applicant's challenge is exclusively to Part 1.

Part 1 reads as follows:

Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions. Specifically, describe how the project would accomplish the following: **Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.**

Bike system gap improvements may include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
 - Providing a safer, more protected on-street facility or off-road trail;
 - Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
 - Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

SCORING GUIDANCE (150 Points)

Part 1 (Qualitative Assessment): The project that best closes a bicycle network gap, provides a facility that crosses or circumvents a physical barrier, and/or improves continuity or connections between jurisdictions will receive the full 150 points. Remaining projects will receive a share of the full points at the scorer's discretion. Multiple projects may receive the highest possible score of 150 points based on this assessment. Projects should be compared and rated irrespective to the assigned scores they may receive under Part 2.

The application **scored 60 points**.

Applicant's Challenge:

The applicant suggests that the scorer may have missed elements from the application (full description in attached letter):

1. The project's impact on the ability for users to safely reach a grade-separated crossing of MN 7, a regional bicycle barrier.
2. The improvement of the Lake Minnetonka LRT Regional Trail Crossing.

Scoring Review:

The scoring of the application is done relative to the other applications that are scored in Part 1 of the measure. In the original review of this application, points were awarded due to the improved safety provided by an off-road trail, the improved crossing of the Minnetonka LRT Regional Trail, and upgrading of facilities to match adjacent municipalities. The scorer noted that the trail will be along a non-arterial roadway and that crossing improvements are at minor intersections. The proposed trail does not improve the existing crossing on MN 7. The scorer recommends **no change**.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Approve	March 21, 2024





City of Hopkins

1010 First Street South • Hopkins, MN 55343-3435 • Phone: 952-935-8474 • Fax: 952-935-1834

Web address: www.hopkinsmn.com

March 12, 2024

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

RE: 2024 Regional Solicitation Re-evaluation Request
17th Avenue Multiuse Trail Green Line Connection Project – City of Hopkins
Multi-Use Trail Category

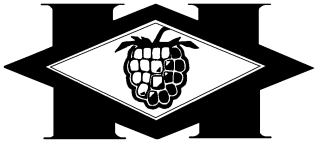
Dear Ms. Koutsoukos,

The City of Hopkins would like to appeal the score received for category 4A for the subject Multi-Use Trail project.

Category 4A

The score received suggests the reviewer may not have understood the connectivity the project provides across barriers. More specifically:

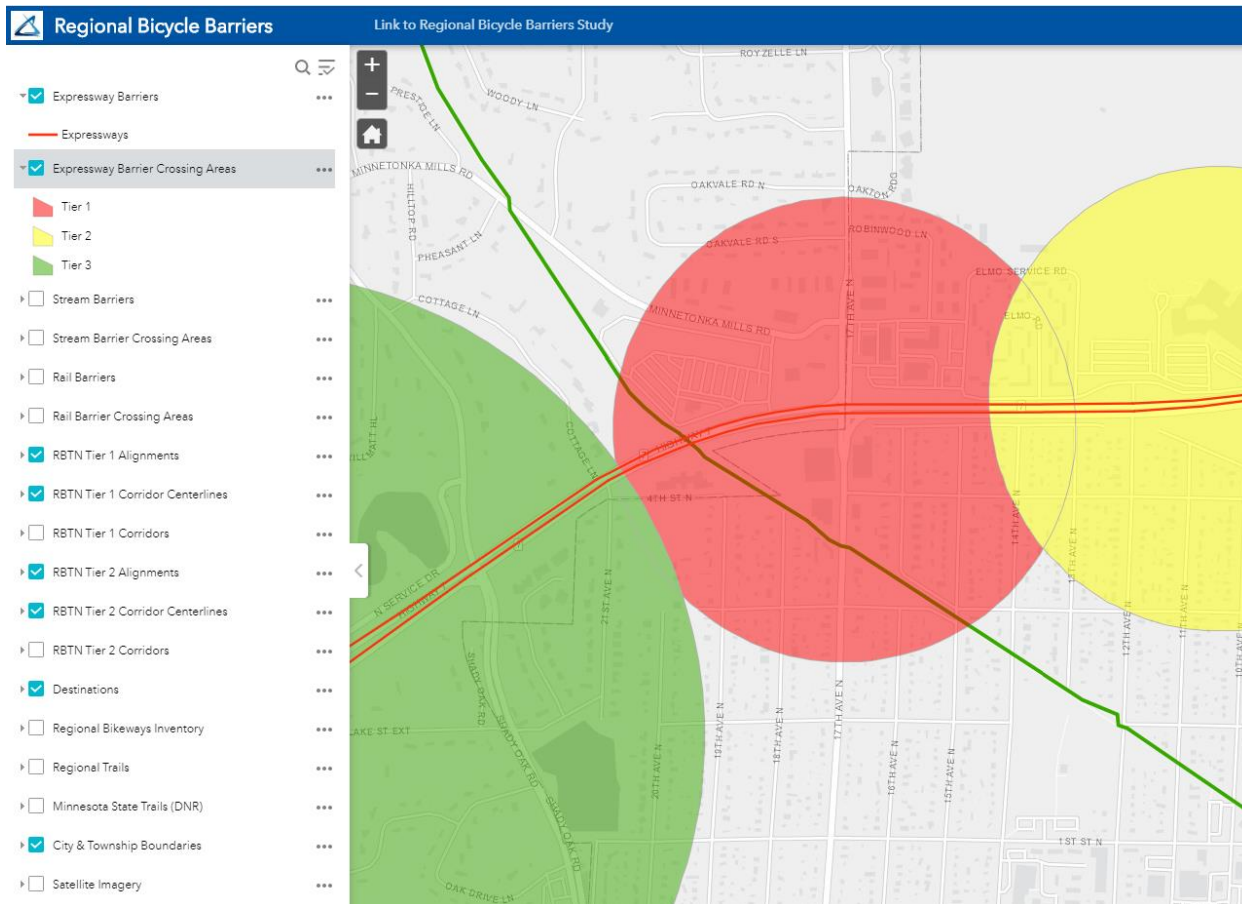
1. The project will complete a network of grade-separated multi-use infrastructure that creates valuable connections to an existing grade separated crossing of TH 7. The intersection of TH 7 and 17th Avenue is defined as a barrier in the Regional Bicycle Barriers web application (image below) administered by the Met Council and used for scoring of the application. As submitted, the application proposes to install a multi-use facility along 17th Avenue which will route users from origins including the Shady Oak LRT Station to the existing grade separated crossing of Hwy 7, just to the west of 17th Avenue along the Lake Minnetonka LRT Regional Trail. Without the proposed 17th Avenue improvements, users cannot safely reach this grade separated crossing of the Regional Bicycle Barrier. While the submitted regional solicitation application notes “This (17th Avenue) north-south connection also aids in addressing an identified Expressway Regional Bicycle Barrier of Highway 7”, the mapping application does not clearly illustrate the connection the project would establish to this existing grade separated crossing, which may have led to a misunderstanding. The City feels the scoring should be improved to account for how the project will effectively remove the barrier from the system by re-routing multimodal users.
2. The project will improve the Lake Minnetonka LRT Regional Trail, a Tier 1 RBTN route, at its crossing with 17th Avenue with infrastructure improvements including an overhead mounted, actuated RRFB and reduced crossing distance for the RBTN route. These improvements to the Tier 1 RBTN route are not otherwise captured in the application scoring, whether in category 1 or 4A, but the improvements do align with the scoring guidance provided. At minimum, the crossing improvements should be accounted for relative to the enhanced routing that enables the Regional Bicycle Barrier at 17th Ave / Hwy 7 to be circumvented by channeling bicyclists to the existing grade separated crossing.



City of Hopkins

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Thank you for your consideration of this re-evaluation request.

Sincerely,

Kurt Howard, Planner
City of Hopkins

Partnering with the Community to Enhance the Quality of Life

♦ Inspire ♦ Educate ♦ Involve ♦ Communicate ♦

2024 Regional Solicitation Application Scoring

Traffic Management Technologies

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria																9. CE	Grand Total			
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.				2. Usage		3. Equity and Housing				4. Age		5. Congestion / Air Quality		6. Safety				7. Mult	8. Risk A.	Prelim Total
								0-50	0-50	0-50	0-25	0-85	0-40	0-30	0-40	0-30	0-25	0-75	0-150	0-50	0-75	0-225	0-50			0-75	0-1,100	9
1	20334	ANOKA COUNTY	CSAH 1 (East River Road) Traffic Management Technology Improvement Corridor	\$3,500,000	\$2,760,000	\$ 6,260,000	\$3,500,000	50	50	50	25	40	19	15	35	30	15	75	138	47	75	225	46	75	1010	21	1031	
2	20488	WASHINGTON CTY	Washington County Traffic Signal Battery Backup Systems	\$532,000	\$133,000	\$ 665,000	\$4,032,000	50	50	35	15	85	40	1	0	29	0	55	150	39	0	77	50	67	743	100	843	

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

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

2024 Regional Solicitation Application Scoring

ROADWAY SPOT MOBILITY/SAFETY

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Functional Class	Funding Information				Prioritizing Criteria														7. CE	Grand Total	
					Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.		2. Equity				3. Cong/Air Age		4. Safety		5. Mult		6. Risk A.				Prelim Total
									0-70	0-45	2A	2B	2C	2D	3A	3B	4A	4B	5	6	0-100	0-75			
1	20412	SAVAGE,CITY OF	TH 13 and Quentin Ave Innovative Intersection	Principal Arterial	\$3,500,000	\$26,329,000	\$ 29,829,000	\$3,500,000	70	45	30	40	30	15	200	75	281	26	67	63	942	51	993		
2	20217	LITTLE CANADA, CITY	Little Canada Road and Country Drive Intersection Project	Augmentor	\$3,500,000	\$5,414,000	\$ 8,914,000	\$7,000,000	45	10	5	10	15	0	114	2	269	105	97	63	735	31	766		
3	20494	WASHINGTON CTY	Highway 61 and County Road 50 Intersection in Forest Lake	Connector	\$1,674,880	\$418,720	\$ 2,093,600	\$8,674,880	6	10	26	10	20	0	0	0	305	61	67	50	555	100	655		
4	20374	BLOOMINGTON,CITY	CSAH 1 and Old Cedar Avenue Intersection Safety Improvements	Expander	\$2,747,824	\$686,956	\$ 3,434,780	\$11,422,704	36	10	20	10	30	0	0	0	301	18	94	63	582	64	646		
5	20331	ANOKA COUNTY	CSAH 14 and CSAH 23 Intersection Project	Principal Arterial, Reliever, Expander	\$2,137,360	\$534,340	\$ 2,671,700	\$13,560,064	57	0	10	10	9	0	94	12	161	55	74	58	540	76	616		
6	20181	DAKOTA COUNTY	Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage Road	Expander	\$1,901,760	\$475,440	\$ 2,377,200	\$15,461,824	25	45	15	5	0	0	18	0	130	81	100	81	500	79	579		
7	20144	CARVER COUNTY	CSAH 11 and CSAH 44 Intersection Safety Improvements	Connector/Expander	\$1,988,000	\$497,000	\$ 2,485,000	\$17,449,824	28	10	10	10	10	0	1	0	270	41	59	54	493	75	568		
8	20081	RICHFIELD,CITY OF	Richfield 76th Street and Knox Avenue Intersection Improvements	Reliever	\$2,687,040	\$671,760	\$ 3,358,800	\$20,136,864	48	10	20	10	25	0	50	2	0	99	72	61	397	45	442		
9	20492	WASHINGTON CTY	CSAH 16 and Settlers Ridge Parkway Intersection in the City of Woodbury	Expander	\$2,384,160	\$596,040	\$ 2,980,200	\$22,521,024	24	0	26	20	30	0	26	6	5	71	67	50	325	41	366		
10	20333	ANOKA COUNTY	CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout Project	Expander	\$1,740,051	\$435,013	\$ 2,175,064	\$24,261,075	21	0	10	10	18	0	1	0	17	61	62	75	275	48	323		

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

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

STRATEGIC CAPACITY

Rank	ID	Applicant	Project Name	Funding Information				1. Role in Trans. System & Econ.				2. Usage				3. Equity and Housing				4. Age		5. Congestion/Air Quality		6. Safety		7. Mult		8. Risk A.		Prelim Total	9. CE	Grand Total
				Federal	Match	Total	Cumulative Requested	1A	1B	1C	2A	2B	3A	3B	3C	3D	4	5A	5B	6A	6B	7	8									
								0-80	0-50	0-80	0-110	0-65	0-30	0-40	0-30	0-25	0-40	0-100	0-50	0-200	0-50	0-100	0-75									
1	20480	BURNSVILLE, CITY OF	Highway 13 Lynn to Washburn Safety & Mobility Project	\$10,000,000	\$2,500,000	\$81,664,100	\$10,000,000	80	38	80	110	65	27	20	30	0	33	100	50	200	35	95	63	1026	100	1126						
2	20330	ANOKA COUNTY	TH 65/Bunker Lake Boulevard Interchange	\$10,000,000	\$27,125,000	\$37,125,000	\$20,000,000	80	13	60	95	52	20	15	0	0	40	69	34	73	42	74	48	715	20	735						
3	20139	COON RAPIDS, CITY OF	TH 610 and East River Road Interchange Reconstruction	\$10,000,000	\$25,687,000	\$35,687,000	\$30,000,000	80	50	80	38	21	15	35	18	0	17	4	2	10	11	100	75	556	17	573						
4	20186	DAKOTA COUNTY	CSAH 46 Expansion Safety and Mobility Project	\$10,000,000	\$31,600,000	\$41,600,000	\$40,000,000	5	5	60	23	22	27	5	5	0	13	2	0	161	12	37	60	437	11	448						
5	20195	CARVER COUNTY	Highway 5 Victoria Mobility & Safety Project	\$10,000,000	\$9,158,200	\$19,158,200	\$50,000,000	30	6	40	31	25	13	25	13	0	39	0	2	38	35	21	54	372	23	395						
6	20050	DAKOTA COUNTY	I-35/CR 5/50 Interchange Reconstruction	\$10,000,000	\$22,670,000	\$32,670,000	\$60,000,000	31	16	10	52	33	11	20	23	0	11	2	2	2	12	47	55	327	10	337						

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

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

2024 Regional Solicitation Application Scoring

ROADWAY RECONSTRUCTION-MODERNIZATION

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funct Class	Funding Information				Prioritizing Criteria																9. CE	Grand Total		
					Federal	Match	Total	Cumulative Requested	1. Role in Region		2. Usage		3. Equity / Housing				4. Age		5. Congest/AQ		6. Safety		7. Mult	8. Risk A.			Prelim Total	
									1A	1B	2A	2B	3A	3B	3C	3D	4A	4B	5A	5B	6	6B	7	8				
					0-65	0-40	0-110	0-65	0-30	0-40	0-30	0-25	0-50	0-125	0-50	0-30	0-233	0-47	0-110	0-75	0-1,100	0-100	0-1,200					
1	20240	ST PAUL, CITY OF	Robert Street Reconstruction	Minor Arterial	\$7,000,000	\$14,825,000	\$ 21,825,000	\$ 7,000,000	22	30	74	29	26	35	23	25	50	114	12	30	206	47	94	55	872	23	895	
2	20253	BLOOMINGTON, CITY OF	Bloomington W 98th Street at I-35W Modernization Project	A Minor Arterial Exp	\$3,455,040	\$863,760	\$ 4,318,800	\$ 10,455,040	24	40	101	54	29	40	29	15	36	87	0	0	93	42	100	70	760	100	860	
3	20434	HASTINGS, CITY OF	Hastings Highway 61 Modernization	Principal Arterial	\$7,000,000	\$14,408,861	\$ 21,408,861	\$ 17,455,040	10	40	110	65	10	25	28	0	35	125	43	1	198	24	73	50	837	22	859	
4	20242	ANOKA, CITY OF	TH 47 at BNSF Railroad Crossing	A-Minor Connector	\$7,000,000	\$12,848,000	\$ 19,848,000	\$ 24,455,040	25	20	65	32	18	20	26	0	49	97	50	2	233	7	79	43	766	22	788	
5	20032	HENNEPIN COUNTY	CSAH 5 (Minnetonka Blvd) Phase 2 Reconstruction Project	A-Minor Reliever	\$7,000,000	\$13,800,000	\$ 20,800,000	\$ 31,455,040	16	10	51	24	15	25	28	0	38	123	11	0	227	33	100	39	740	20	760	
6	20486	ST FRANCIS, CITY OF	TH 47/St. Francis Blvd Modernization	A Minor Connector	\$7,000,000	\$10,988,868	\$ 17,988,868	\$ 38,455,040	2	20	44	20	16	35	29	15	21	73	15	0	233	28	68	75	694	22	716	
7	20236	MINNEAPOLIS, CITY OF	University Avenue NE (TH 47) Complete Streets Project (Central Avenue NE to 9th Avenue NE)	Minor Arterial	\$7,000,000	\$2,232,520	\$ 9,232,520	\$ 45,455,040	65	40	56	22	26	35	29	15	37	94	0	0	84	42	89	33	667	41	708	
8	20245	MINNEAPOLIS, CITY OF	7th St S Reconstruction and Modernization	A Minor Reliever	\$7,000,000	\$4,764,500	\$ 11,764,500	\$ 52,455,040	65	10	71	38	29	35	30	25	35	84	0	0	84	29	84	53	672	32	704	
9	20035	HENNEPIN COUNTY	CSAH 152 (Cedar Ave) Phase 2 Reconstruction Project	A-Minor Arterial (A	\$7,000,000	\$8,140,000	\$ 15,140,000	\$ 59,455,040	17	10	70	25	24	35	30	15	31	104	4	0	126	34	84	39	648	24	672	
10	20194	CARVER COUNTY	TH 5 and TH 41 Intersection Modernization	A-Minor Expander	\$7,000,000	\$6,526,900	\$ 13,526,900	\$ 66,455,040	24	30	104	48	13	20	19	0	36	79	50	0	24	21	79	48	595	40	635	
11	20033	HENNEPIN COUNTY	CSAH 23 (Marshall St NE) Phase 2 Reconstruction Project	A-Minor Reliever	\$7,000,000	\$4,280,000	\$ 11,280,000	\$ 73,455,040	28	40	20	15	29	30	28	15	35	101	0	0	64	29	105	55	594	30	624	
12	20036	HENNEPIN COUNTY	W. Broadway Avenue and Douglas Drive Roundabout	A-Minor Arterial (A	\$7,000,000	\$6,090,000	\$ 13,090,000	\$ 80,455,040	30	0	33	15	20	35	29	10	32	107	14	0	58	38	100	55	576	25	601	
13	20080	RICHFIELD, CITY OF	Richfield West 76th Street Modernization	A Minor Reliever	\$3,857,192	\$964,298	\$ 4,821,490	\$ 84,312,232	22	0	61	24	25	35	28	15	26	79	0	0	10	36	58	68	487	57	544	
14	20136	CRYSTAL, CITY OF	W. Broadway Avenue and Douglas Drive Roundabout Modernization Project	Minor Arterial (Dou	\$3,638,632	\$909,658	\$8,600,000	\$ 87,950,864	8	0	40	22	23	30	28	15	25	105	3	0	19	38	79	65	500	33	533	
15	20034	HENNEPIN COUNTY	CSAH 30 (93rd Ave) Reconstruction Project	A-Minor Reliever	\$7,000,000	\$5,190,000	\$ 12,190,000	\$ 94,950,864	59	10	31	21	16	25	19	0	38	100	0	0	19	17	94	43	492	23	515	
16	20041	DAKOTA COUNTY	117th Street Reconstruction and Modernization	A Minor Expander	\$4,870,000	\$17,467,095	\$ 22,337,095	\$ 99,820,864	13	40	18	16	9	15	17	0	35	107	2	0	3	13	68	70	426	17	443	
17	20490	WASHINGTON CTY	CSAH 17 Corridor Improvements in Lake Elmo: CSAH 14 to 43rd St.	A-Minor Arterial	\$7,000,000	\$2,222,800	\$ 9,222,800	\$ 106,820,864	1	0	17	13	15	25	0	0	33	86	10	0	5	29	110	43	387	24	411	

2024 Regional Solicitation Application Scoring

BRIDGES

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Functional Class	Year	Funding Information				Prioritizing Criteria													7. CE	Grand Total	
						Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.			2. Usage		3. Equity / Housing			4. Infra.		5. Multimodal	6. Risk	Total			
										0-100	0-30	0-65	0-100	0-30	0-30	0-40	0-30	0-25	0-350	0-100	0-150	0-75			0-1,100
1	20043	RAMSEY COUNTY	Replacement of Bridge 62519, County Road 10	A Minor Augmentor	2024	\$7,000,000	\$1,848,926	\$8,848,926	\$7,000,000	32	4	65	85	24	25	40	30	10	280	100	125	75	895	36	931
2	20297	MINNEAPOLIS, CITY OF	Cedar Lake Road Bridge Replacement Overpass	Minor Collector	2024	\$4,854,400	\$1,213,600	\$6,068,000	\$11,854,400	44	18	65	18	4	30	40	25	10	280	100	150	69	853	50	903
3	20037	HENNEPIN COUNTY	CSAH 40 (Glenwood Ave) Bridge Replacement	A Minor Reliever	2024	\$3,304,000	\$826,000	\$4,130,000	\$15,158,400	38	30	65	71	14	25	30	30	25	280	0	109	61	778	67	845
4	20038	HENNEPIN COUNTY	CSAH 121 (Fernbrook Ln) Bridge Replacement	Major Collector	2024	\$1,968,000	\$492,000	\$2,460,000	\$17,126,400	100	1	65	100	30	10	10	15	0	280	0	16	61	688	100	788
5	20039	HENNEPIN COUNTY	CSAH 146 (Brown Rd) Bridge Replacement	Major Collector	2024	\$2,672,000	\$668,000	\$3,340,000	\$19,798,400	76	2	65	53	12	25	40	30	15	170	100	16	61	665	71	736

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

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

2024 Regional Solicitation Application Scoring

TRANSIT EXPANSION

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria											8. CE	Grand Total		
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System &		2. Usage				3. Equity and Housing			4. Emissions Reductions	5. Multimodal			6. Risk	Total
								1A	1B	2	3A	3B	3C	Bonus	4	5	6	8				
								0-50	0-50	0-350	0-60	0-80	0-60	0-25	0-200	0-100	0-50	0-1,000	0-100	0-1,100		
1	20313	MN VALLEY TRANSIT A	MOA to MN Zoo Service	\$4,546,614	\$1,136,654	\$5,683,268	\$4,546,614	34	48	350	42	70	60	15	154	88	50	911	100	1011		
2	20315	MN VALLEY TRANSIT A	4FUN Service Expansion	\$2,957,100	\$739,275	\$3,696,375	\$7,503,714	40	50	310	27	50	46	0	200	88	50	861	99	960		
3	20306	Metro Transit	Metro Transit micro - Minnetonka Expansion	\$4,253,600	\$1,063,400	\$5,317,000	\$11,757,314	50	23	207	45	60	51	0	26	100	50	612	54	666		
4	20237	Metro Transit	Metro transit micro - G Line Expansion	\$3,986,533	\$996,633	\$4,983,166	\$15,743,847	17	23	171	45	65	55	15	16	100	50	557	53	610		
5	20314	MN VALLEY TRANSIT A	AVTS to DCTC Service	\$2,212,232	\$553,058	\$2,765,290	\$17,956,079	13	8	115	33	60	49	0	37	88	50	453	84	537		

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

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

2024 Regional Solicitation Application Scoring

TRANSIT MODERNIZATION

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria												8. CE	Grand Total			
				Federal	Match	Project Total	Cumulative Requested	1. Role in Trans. System & Econ.		2. Usage				3. Equity and Housing				4. Emissions Reductions	5. Service / Improvements			6. Multimodal	7. Risk	Total
								1A	1B	2	3A	3B	3C	Bonus	4	5	6	7						
								0-50	0-50	0-325	0-50	0-75	0-50	0-25	50	0-200	0-100	0-50	0-1,000	8	0-1,100			
1	20075	Metro Transit	Blue Line Franklin Ave Station Renovation	\$7,000,000	\$5,750,000	\$12,750,000	\$7,000,000	35	32	325	44	75	50	25	39	130	100	50	905	32	937			
2	20308	MN VALLEY TRANSIT	BTS Mobility Hub	\$5,600,000	\$1,400,000	\$7,000,000	\$12,600,000	42	14	27	22	45	43	0	50	95	60	43	441	100	541			
3	20310	MN VALLEY TRANSIT	ETS Modernization	\$1,709,062	\$427,265	\$2,136,327	\$14,309,062	28	5	6	32	65	46	25	31	70	49	40	397	78	475			
4	20309	MN VALLEY TRANSIT	EBG Modernization	\$2,142,482	\$535,620	\$2,678,102	\$16,451,543	50	35	60	24	45	44	0	31	25	19	40	373	57	430			

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

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

2024 Regional Solicitation Application Scoring

Travel Demand Management

Ranks	ID	Applicant	Project Name	Funding Information				1. Role in Trans. System & Econ.	2. Usage	3. Equity / Housing				4. Cong. Mit. AQ		5. Innovation	6. Risk Assessment		Total	7. CE	Grand Total
				Federal	Match	Total	Cumulative Requested	1	2	3A	3B	3C	3D	4A	4B	5	6A	6B	Total	7	Total
1	20462	HOURCAR	Expanding Access to the Benefits of Electrified Tr	\$500,000	\$125,000	\$625,000	\$500,000	173	100	35	55	45	25	150	250	125	25	15	998	91	1089
2	20311	MN VALLEY TRANSIT AUTH	Travel Training Program	\$400,000	\$100,000	\$500,000	\$900,000	160	59	18	30	41	0	150	208	183	10	15	874	100	974
3	20489	MOVE MINNESOTA	Embracing East Metro Transit Expansions Throug	\$492,349	\$123,088	\$615,437	\$1,392,349	200	24	30	60	45	25	34	14	200	23	15	670	62	732
4	20312	MN VALLEY TRANSIT AUTH	Event Service Coordination Program	\$400,000	\$100,000	\$500,000	\$1,792,349	173	40	18	30	29	0	57	77	108	25	25	582	67	649
5	20439	MINNEAPOLIS PARK & RECRE	Cycling elderly to and within Minneapolis city par	\$285,450	\$71,363	\$356,813	\$2,077,799	187	55	5	20	34	0	59	13	83	18	25	499	80	579

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

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

2024 Regional Solicitation Application Scoring

Prioritizing Criteria

MULTIUSE TRAILS AND BICYCLE FACILITIES

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria											7. CE	Grand Total		
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.		2. Usage		3. Equity and Housing				4. Safety		5. Multimodal			6. Risk	Total
								0-200	0-200	0-36	0-48	0-36	0-25	0-150	0-200	5	6	0-1,100			9	
1	20260	HENNEPIN COUNTY	CSAH 152 (Washington Ave) Bikeway Project	\$5,500,000	\$4,070,000	\$9,570,000	\$5,500,000	200	200	30	44	34	15	100	180	100	89	992	11	1003		
2	20235	MINNEAPOLIS, CITY OF	Northside Greenway Phase 2	\$2,865,490	\$716,373	\$3,581,863	\$8,365,490	175	94	34	45	35	25	150	170	94	106	928	27	955		
3	20243	MINNEAPOLIS, CITY OF	University Avenue and 4th Street Separated Bicycle Facilities	\$5,500,000	\$2,860,130	\$8,360,130	\$13,865,490	200	152	21	32	22	0	105	200	100	106	938	12	950		
4	20222	MINNEAPOLIS, CITY OF	E/W 34th St Neighborhood Greenway	\$3,024,000	\$756,000	\$3,780,000	\$16,889,490	200	167	28	40	34	25	70	145	100	78	887	25	912		
5	20170	THREE RIVERS PARK	CP Rail Regional Trail: North Segment (New)	\$5,500,000	\$1,575,384	\$7,075,384	\$22,389,490	175	83	33	45	33	15	125	180	94	80	863	13	876		
6	20196	DAKOTA COUNTY	CSAH 42 Trail Gap Project	\$1,444,000	\$361,000	\$1,805,000	\$23,833,490	175	43	25	32	31	0	90	190	100	130	816	47	863		
7	20254	HENNEPIN COUNTY	CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project	\$5,500,000	\$3,560,000	\$9,060,000	\$29,333,490	200	109	18	40	26	0	105	190	100	63	851	10	861		
8	20173	THREE RIVERS PARK DISTRICT	North Cedar Lake Regional Trail - Reconstruction	\$4,104,674	\$1,026,168	\$5,130,842	\$33,438,164	200	91	34	42	30	15	75	140	71	130	828	17	845		
9	20166	THREE RIVERS PARK DISTRICT	Shingle Creek Regional Trail - Reconstruction	\$966,963	\$241,741	\$1,208,704	\$34,405,127	200	44	30	42	30	15	75	135	76	130	777	67	844		
10	20174	THREE RIVERS PARK	CP Rail Regional Trail - South Segment (New)	\$5,500,000	\$1,723,698	\$7,223,698	\$39,905,127	175	70	34	42	30	15	145	165	76	80	832	12	844		
11	20226	DAKOTA COUNTY	River to River Greenway Valley Park Trail & TH 149	\$2,080,000	\$520,000	\$2,600,000	\$41,985,127	200	14	28	40	31	10	120	140	94	114	791	32	823		
12	20261	THREE RIVERS PARK	Medicine Lake Regional Trail: East Segment	\$3,137,078	\$784,269	\$3,921,347	\$45,122,205	175	88	34	42	30	15	70	140	76	130	800	21	821		
13	20227	DAKOTA COUNTY	North Creek Greenway CSAH 42 Trail and Crossing	\$2,100,000	\$525,000	\$2,625,000	\$47,222,205	175	24	26	32	25	0	150	150	76	130	788	31	819		
14	20493	SHAKOPEE, CITY OF	Stagecoach Rd Trail	\$600,000	\$150,000	\$750,000	\$47,822,205	175	18	26	35	32	0	130	120	88	93	717	100	817		
15	20247	FARMINGTON, CITY OF	North Creek Greenway - Farmington	\$1,579,776	\$394,944	\$1,974,720	\$49,401,981	175	24	9	0	19	0	150	195	76	111	759	40	799		
16	20233	DAKOTA COUNTY	Bulter Avenue Trail	\$1,375,200	\$343,800	\$1,719,000	\$50,777,181	200	34	29	40	32	15	70	140	76	114	750	46	796		
17	20482	HOPKINS, CITY OF	17th Avenue Multiuse Trail Green Line Connection Project	\$1,960,000	\$490,000	\$2,450,000	\$52,737,181	150	40	31	38	33	15	60	190	88	114	759	32	791		
18	20078	RICHFIELD, CITY OF	Richfield 73rd Street Ped/Bike Bridge Modernization & Trail Connections	\$5,500,000	\$2,627,520	\$8,127,520	\$58,237,181	150	50	30	45	36	15	135	140	88	86	775	10	785		
19	20172	THREE RIVERS PARK	Lake Independence Regional Trail (Reconstruction)	\$2,558,838	\$639,710	\$3,198,548	\$60,796,019	175	9	34	42	29	15	115	135	71	130	755	25	780		
20	20475	ST LOUIS PARK, CITY OF	St. Louis Park - West End Trail Connection	\$4,000,000	\$1,000,000	\$5,000,000	\$64,796,019	150	44	31	38	30	10	150	135	94	81	763	16	779		
21	20183	THREE RIVERS PARK DISTRICT	West Mississippi River Regional Trail: East Segment - New Construction	\$3,863,348	\$965,838	\$4,829,186	\$68,659,367	175	43	34	42	30	15	80	160	94	89	762	17	779		
22	20171	THREE RIVERS PARK	Dakota Rail - Luce Line Connector	\$3,410,993	\$852,748	\$4,263,741	\$72,070,360	175	16	34	42	28	10	105	165	88	89	752	18	770		
23	20228	DAKOTA COUNTY	Lake Marion Greenway Lakeville Trail	\$2,800,000	\$700,000	\$3,500,000	\$74,870,360	175	18	20	24	34	0	125	130	76	146	748	22	770		
24	20485	SOUTH ST PAUL, CITY OF	Bryant Avenue Pedestrian Bridge	\$4,960,000	\$1,240,000	\$6,200,000	\$79,830,360	175	15	24	38	36	15	100	140	82	130	755	13	768		
25	20187	ST PAUL, CITY OF	Flandrau St Bicycle Boulevard	\$2,383,660	\$595,915	\$2,979,575	\$82,214,020	150	65	28	40	31	25	40	135	88	114	716	25	741		
26	20062	BROOKLYN PARK, CITY OF	Brooklyn Park - Rush Creek Regional Trail Grade Separation at CSAH 103/Winnetka Ave N	\$1,136,080	\$284,020	\$1,420,100	\$83,350,100	175	18	34	45	16	0	90	135	100	70	683	50	733		
27	20513	FRIDLEY, CITY OF	Mississippi Street/CSAH 6 Trail Construction Project	\$5,500,000	\$1,790,950	\$7,290,950	\$88,850,100	200	38	27	32	34	0	40	145	76	130	722	10	732		
28	20044	RAMSEY COUNTY	Victoria Street Regional Trail	\$2,391,812	\$597,953	\$2,989,765	\$91,241,912	150	38	18	24	29	0	150	130	88	78	705	25	730		
29	20045	RAMSEY COUNTY	Lake Johanna Boulevard Regional Trail, City of Arden Hills, Ramsey County	\$4,399,933	\$1,099,983	\$5,499,916	\$95,641,845	200	43	18	24	29	0	60	135	82	98	689	13	702		
30	20479	RAMSEY COUNTY	County Road D Multiuse Trail	\$3,005,349	\$751,337	\$3,756,686	\$98,647,194	200	23	25	36	29	0	75	140	76	76	680	19	699		
31	20141	RAMSEY COUNTY	Vadnais Boulevard Regional Trail	\$5,500,000	\$3,043,521	\$8,543,521	\$104,147,194	175	36	18	30	31	0	80	140	82	98	690	8	698		
32	20502	WASHINGTON CTY	Hardwood Creek Regional Trail Extension	\$580,238	\$503,525	\$1,083,763	\$104,727,432	175	10	28	32	31	0	45	135	76	96	628	61	689		
33	20389	SCOTT COUNTY	Louisville Segment to the Merriam Junction Regional	\$5,500,000	\$2,264,752	\$7,764,752	\$110,227,432	175	8	24	36	30	0	110	130	76	89	678	9	687		
34	20143	CARVER COUNTY	MN River Bluffs Regional Trail	\$1,861,600	\$465,400	\$2,327,000	\$112,089,032	200	14	21	30	23	0	55	120	71	117	651	29	680		
35	20231	THREE RIVERS PARK DISTRICT	Medicine Lake Regional Trail - West Segment (Reconstruction)	\$3,522,812	\$880,703	\$4,403,515	\$115,611,844	125	39	34	42	30	10	95	125	76	78	654	16	670		
36	20182	THREE RIVERS PARK	Crow River Regional Trail: New Construction	\$1,466,551	\$366,638	\$1,833,189	\$117,078,395	50	4	34	42	30	10	135	135	94	72	606	35	641		
37	20427	LAKEVILLE, CITY OF	Holyoke Avenue Pedestrian Underpass Improvements	\$1,052,784	\$263,196	\$1,315,980	\$118,131,179	125	14	11	12	15	0	65	120	71	130	563	45	608		
38	20259	HENNEPIN COUNTY	CR 116 (Fletcher Ln) Bikeway Project	\$5,500,000	\$1,550,000	\$7,050,000	\$123,631,179	150	8	12	26	21	0	85	125	88	63	578	9	587		

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

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

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

- 6: Risk assessment
- 7: Cost effectiveness

2024 Regional Solicitation Application Scoring

Prioritizing Criteria

PEDESTRIAN FACILITIES

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria										7. CE	Grand Total	
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing				4. Safety		5. Multimodal	6. Risk			Total
				0-150	0-150	0-36	0-48	0-36	Bonus 0-25	4A	4B	5	6	0-1,100						
1	20210	MINNEAPOLIS, CITY OF	Nicollet Avenue pedestrian improvements	\$1,983,200	\$495,800	\$2,479,000	\$1,983,200	133	150	28	28	29	0	159	219	120	78	944	20	964
2	20409	MINNEAPOLIS, CITY OF	Marcy-Holmes Dinkytown Pedestrian Improvements	\$1,508,000	\$377,000	\$1,885,000	\$3,491,200	150	66	34	30	25	0	136	203	120	78	842	24	866
3	20402	MINNEAPOLIS, CITY OF	26th St, 27th St, and 28th St pedestrian improvements	\$1,620,000	\$405,000	\$2,025,000	\$5,111,200	75	121	32	30	25	0	159	214	90	78	824	22	846
4	20147	BROOKLYN CENTER, CITY OF	Brooklyn Center High School Pedestrian Improvements	\$2,000,000	\$878,000	\$2,878,000	\$7,111,200	21	33	36	30	36	25	170	230	132	111	824	15	839
5	20063	BROOKLYN PARK, CITY OF	Blue Line Extension LRT Sidewalk Connections	\$1,480,800	\$370,200	\$1,851,000	\$8,592,000	41	63	20	26	27	0	142	197	144	130	790	23	813
6	20303	ST PAUL, CITY OF	Saint Paul Gold Line Pedestrian Enhancement Project	\$2,000,000	\$592,825	\$2,592,825	\$10,592,000	29	76	26	28	27	0	147	214	120	85	752	15	767
7	20077	RICHFIELD, CITY OF	Richfield 73rd Street Sidewalk	\$1,046,040	\$261,510	\$1,307,550	\$11,638,040	7	31	24	28	36	0	147	208	150	86	717	29	746
8	20487	BURNSVILLE, CITY OF	Greenwood Drive Sidewalk	\$269,150	\$67,288	\$336,438	\$11,907,190	6	17	14	24	36	0	142	208	90	94	631	100	731
9	20201	WOODBURY, CITY OF	Valley Creek Road Trail Gap	\$963,200	\$240,800	\$1,204,000	\$12,870,390	2	44	20	26	32	0	142	203	114	117	700	31	731
10	20079	RICHFIELD, CITY OF	Richfield 64th Street Sidewalk	\$853,660	\$213,415	\$1,067,075	\$13,724,050	11	39	24	28	36	0	136	197	144	60	675	34	709
11	20248	WEST ST PAUL, CITY OF	Lothenbach Avenue Sidewalk	\$756,800	\$189,200	\$946,000	\$14,480,850	13	22	22	24	32	0	125	186	126	106	656	37	693
12	20373	BLOOMINGTON, CITY OF	Normandale Boulevard Pedestrian Improvements	\$2,000,000	\$704,628	\$2,704,628	\$16,480,850	18	35	32	26	32	0	136	197	108	89	673	13	686
13	20255	HENNEPIN COUNTY	CSAH 35 (Portland Ave) Pedestrian Project	\$2,000,000	\$820,000	\$2,820,000	\$18,480,850	2	27	22	32	34	0	159	214	108	70	668	13	681
14	20256	HENNEPIN COUNTY	CSAH 70 (Medicine Lake Rd) Pedestrian Project	\$2,000,000	\$530,000	\$2,530,000	\$20,480,850	9	30	10	24	32	0	147	208	132	63	655	14	669
15	20193	CARVER COUNTY	Rolling Acres Road Pedestrian Grade Separated Crossing	\$2,000,000	\$2,763,000	\$4,763,000	\$22,480,850	1	9	32	22	32	0	125	197	126	106	650	7	657
16	20476	CARVER, CITY OF	City of Carver Main Street Pedestrian Project	\$2,000,000	\$574,430	\$2,574,430	\$24,480,850	1	9	16	18	32	0	130	192	114	106	618	13	631
17	20202	WOODBURY, CITY OF	Woodbury Pedestrian System Gaps Project	\$1,635,494	\$408,874	\$2,044,368	\$26,116,344	24	33	18	20	32	0	119	181	108	70	605	16	621

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

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

2024 Regional Solicitation Application Scoring

SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funding Information				1. SRTS Program Elements													2. Usage			3. Equity and Housing				4. Safety		5. Risk	Total	6. CE	Grand Total					
				Federal	Match	Total	Cumulative Requested	1A	1B	2A	2B	3A	3B	3C	Bonus	4A	4B	5	0-1,100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100
				0-150	0-100	0-170	0-80	0-36	0-48	0-36	0-25	0-150	0-200	0-130	0-1,100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100
1	20410	FRIDLEY, CITY OF	Fridley SRTS Improvements Project	\$1,000,000	\$253,000	\$1,253,000	\$1,000,000	150	100	80	10	30	40	24	0	130	200	130	894	42	936																	
2	20414	SOUTH ST PAUL, CITY OF	Marie Avenue SRTS	\$1,000,000	\$4,370,000	\$5,370,000	\$2,000,000	117	100	106	80	30	40	28	15	125	140	130	911	10	921																	
3	20263	MINNEAPOLIS, CITY OF	Pleasant Avenue Safe Routes to School Improvements	\$1,000,000	\$269,100	\$1,269,100	\$3,000,000	100	50	170	37	30	40	32	15	145	170	62	851	39	890																	
4	20495	DAKOTA COUNTY	Butler Avenue (CR 4) School Safety Improvements	\$320,000	\$80,000	\$400,000	\$3,320,000	89	100	27	8	24	45	25	0	120	130	114	682	100	782																	
5	20251	ST PAUL, CITY OF	West Side SRTS Pedestrian Improvements	\$777,400	\$194,350	\$971,750	\$4,097,400	107	100	43	17	34	30	36	25	50	125	120	687	41	728																	
6	20262	MINNEAPOLIS, CITY OF	Hayes Street & Ulysses Street Safe Routes to School Improvements	\$953,320	\$238,330	\$1,191,650	\$5,050,720	100	50	78	16	30	36	32	10	150	120	62	684	34	718																	
7	20128	JORDAN, CITY OF	Sunset Drive Improvements	\$1,000,000	\$679,000	\$1,679,000	\$6,050,720	73	100	27	19	24	30	22	0	100	160	130	685	24	709																	
8	20449	LAKEVILLE, CITY OF	185th Street Trail Project (SRTS)	\$704,500	\$176,240	\$880,740	\$6,755,220	127	100	22	25	24	39	20	0	85	90	114	646	43	689																	
9	20258	HENNEPIN COUNTY	CSAH 82 (Mill St) SRTS Project	\$1,000,000	\$2,170,000	\$3,170,000	\$7,755,220	67	100	16	11	24	20	16	0	140	130	104	628	12	640																	
10	20408	ARDEN HILLS, CITY OF	Old Highway 10 Trail SRTS Improvements	\$1,000,000	\$2,679,000	\$3,679,000	\$8,755,220	61	50	98	14	30	44	23	15	75	110	109	629	10	639																	

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

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