

Transportation Advisory Board of the Metropolitan Council of the Twin Cities

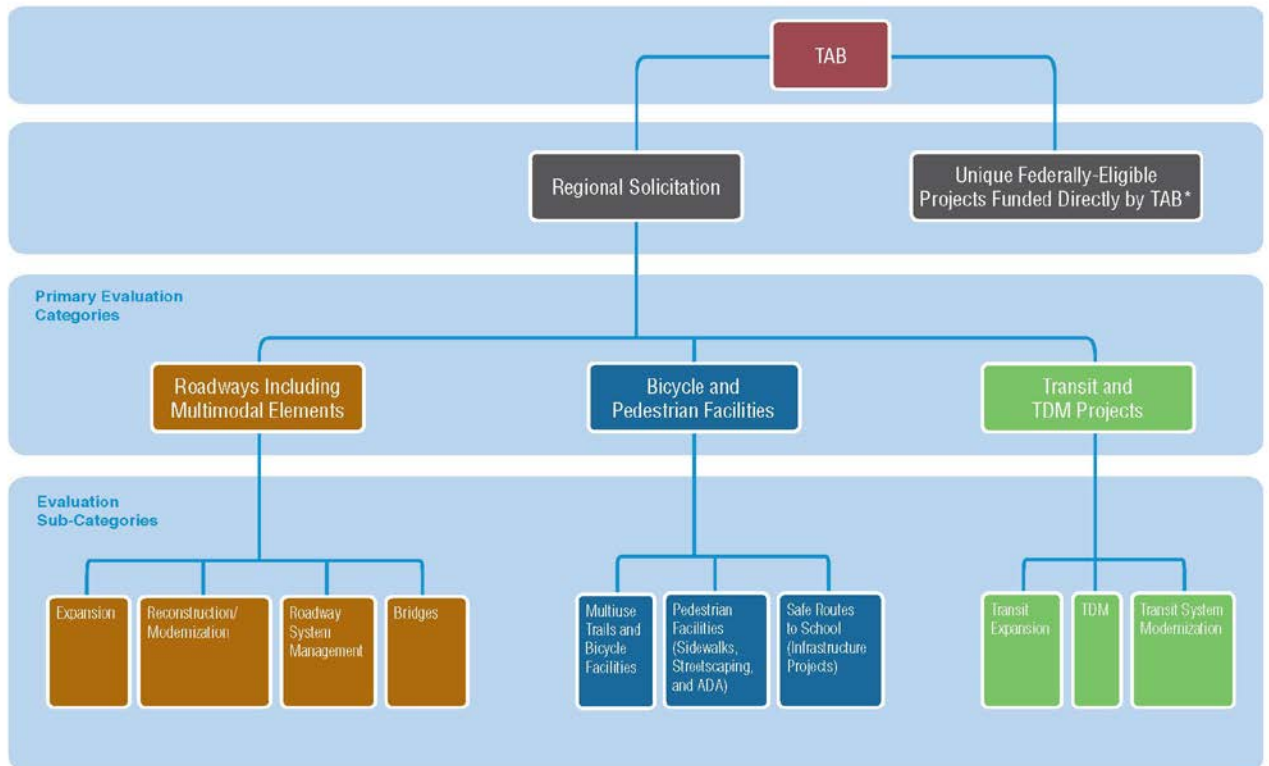
Information Item

DATE: April 9, 2015
TO: Transportation Advisory Board
PREPARED BY: Steve Peterson, Planning Analyst (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT: 2014 Regional Solicitation Final Scores

Background

TAB approved three modal categories for the Regional Solicitation. Within the modal categories, ten applications were developed and approved. Nine of the applications were released in October. The TDM application will be released later in 2015.

TAB-Approved Recommendations for Evaluation Categories Regional Solicitation Evaluation – Revised February 26, 2014



**Note: In some cases, there are unique projects that are federally-eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These project types, including base-level TDM funding for the TMOs and Metro Transit, should request funding directly from the TAB.*

2018-2019 TAB-Approved Modal Funding Levels

The following table shows the funding ranges approved by TAB in September 2014 and adjusted for the inflation factors (approved at the March 2015 TAB meeting).

Table 1. 2018-2019 TAB-Approved Modal Funding Levels *

	Roadways Including Multimodal Elements	Transit and TDM Projects	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 48%-68% of Funds	Range of 22%-32% of Funds	Range of 10%-20% of Funds	100%
	Range of \$68.91-\$97.63 M	Range of \$31.58-\$45.94 M	Range of \$14.36-\$28.72 M	\$143.57 M
	(Midpoint: \$83.27 M)	(Midpoint: \$38.76 M)	(Midpoint: \$21.54 M)	

* 2017 STP (\$18.27 M) and CMAQ (\$7.56 M) funds are not included in the 2018-2019 Modal Funding levels. The TAB selected projects for 2017 Transit/CMAQ and TAP funding previously and determined the 2017 STP and System Management/CMAQ funds not be included in the 2018/2019 Modal Funding levels.

Regional Solicitation Application Scores

Table 2 summarizes the total number of applications and total funding requested.

Table 2. Applications by Sub-Category

Application Type	Applications*	Funding		
		Federal	Match	Total
Roadway Expansion	23	\$136,295,590	\$97,190,448	\$233,886,038
Roadway Reconstruction/Modernization	21	\$109,636,431	\$42,663,859	\$152,300,290
Roadway System Management	10	\$10,033,719	\$2,509,680	\$12,543,399
Bridges	6	\$24,658,153	\$74,814,538	\$99,472,691
Transit Expansion	12	\$60,618,586	\$16,993,175	\$77,611,761
Transit Modernization	1	\$5,288,000	\$1,322,000	\$6,610,000
Multiuse Trails & Bicycle Facilities	31	\$54,741,365	\$19,351,351	\$74,092,716
Pedestrian Facilities	9	\$7,456,226	\$7,368,702	\$14,824,928
Safe Routes to School	3	\$1,131,484	\$282,871	\$1,414,355
TOTAL	116	\$409,859,554	\$262,496,624	\$672,756,178

* Does not include five disqualified applications.

The Scoring Committees completed scoring applications on February 9. The preliminary scores were distributed to applicants, TAC Funding & Programming (F&P) Committee, TAC, and TAB members. Nine scoring appeals were received by the February 27 deadline. TAC Funding & Programming Committee heard and acted on the appeals at their March 19 meeting. The final scores were forwarded to TAC for review and submittal to TAB.

Attached are nine Scoring tables by application type. The tables show the applications received, the funding amounts requested, total score, the scoring by measure, and measure key.

Table 3 shows the project selection process schedule.

Table 3. Schedule

ACTIVITY	TAC F&P	TAC	TAB
Application Scores Finalized	March 19	Info - April 1	Info - April 15
Discuss Funding Alternatives	Info - March 19	Info - April 1	Info - April 15
Review Funding Scenarios	Recommendation - April 16	Recommendation - May 6	Discussion - May 20
Projects Selected for Funding	---	---	Approval - June 17

Staff will present additional information and walk through the scoring tables at the TAB meeting. Copies of the tables will be available at the meeting.

2014 Regional Solicitation Application Scoring

ROADWAY EXPANSION

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

Measures Key

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

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

2014 Regional Solicitation Application Scoring

ROADWAY RECONSTRUCTION/MODERNIZATION

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

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

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2014 Regional Solicitation Application Scoring

ROADWAY SYSTEM MANAGEMENT

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

Measures Key

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

2014 Regional Solicitation Application Scoring

BRIDGES

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

Measures Key

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

Inflation Adj	
2017	1.04
2018	1.06
2019	1.08

2014 Regional Solicitation Application Scoring

TRANSIT EXPANSION

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

Measures Key

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

2014 Regional Solicitation Application Scoring

Prioritizing Criteria

TRANSIT MODERNIZATION

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

Measures Key

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

2014 Regional Solicitation Application Scoring

MULTIUSE TRAILS AND BICYCLE FACILITIES

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

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

Measures Key

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

2014 Regional Solicitation Application Scoring

PEDESTRIAN FACILITIES

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

Measures Key

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

2014 Regional Solicitation Application Scoring

Prioritizing Criteria

SAFE ROUTES TO SCHOOL INFRASTRUCTURE

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

Measures Key

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