

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, MARCH 25, 2021 – 10 A.M.
ZOOM MEETING

1. Electronic Meeting Notification (Attachment A)
2. Introductions
3. Public Comment Period
4. Consideration of Consent Agenda Items (*Attachments B-C*)
 - a. Approve minutes of Feb. 25, 2021, TAC meeting (Attachment B)
 - b. Receive staff report of March 11, 2021, Policy Board meeting (Attachment C)
5. FY 2021-2024 Transportation Improvement Program Amendment (Attachments D1-D2): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
6. Debrief of the FY 2025 Surface Transportation Block Grant Program (STBGP) Solicitation (Attachment E1-E2): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: None, informational.**
7. Other Business & Announcements
8. Adjournment

English

The Saint Cloud Area Planning Organization (APO) fully complies with the Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, Executive Order 12898, Executive Order 13116 and related statutes and regulations. The APO is accessible to all persons of all abilities. A person who requires a modification or accommodation, auxiliary aids, translation services, interpreter services, etc., in order to participate in a public meeting, including receiving this agenda and/or attachments in an alternative format, or language please contact the APO at 320-252-7568 or at admin@stcloudapo.org at least seven (7) days in advance of the meeting.

Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

La Organización de Planificación del Área de Saint Cloud (APO en inglés) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, con el Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990), de la Orden Ejecutiva 12898, de la Orden Ejecutiva 13116 y los estatutos y reglamentos relacionados. La APO es accesible para todas las personas de todas las capacidades. Una persona que requiere una modificación o acomodación, ayudas auxiliares, servicios de traducción, servicios de interpretación, etc., para poder participar en una reunión pública, incluyendo recibir esta agenda y/o archivos adjuntos en un formato o idioma alternativo, por favor, contacta a la APO al número de teléfono 320-252-7568 o al admin@stcloudapo.org al menos siete (7) días antes de la reunión.



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

Saint Cloud Area Planning Organization Electronic Meeting Notification

March 25, 2021

The Executive Director has determined that an in-person meeting is not prudent and under MN Statute, 13D.021 subdivision 1 believes that a Zoom conference with jurisdictional planners, engineers, and other transportation-related technical staff, participating via video conference and/or conference call is warranted.

The following process for the Saint Cloud Area Planning Organization's Technical Advisory Committee meeting to be held on Thursday, March 25, 2021, at 10 a.m. will be done in accordance with State Law:

1. The Executive Director will be present at the Saint Cloud Area Planning Organization office. The meeting will be audio recorded.
2. All votes will be done by rollcall so there is a clear record of who is in favor or opposed to the subject vote.
3. We will ensure that all members are able to hear one another and all discussions and testimony.
4. Notice of the meeting will be sent to all persons who have requested notice along with area media outlets.
5. Any member of the public may contact the Executive Director if he or she desires to be connected electronically to the meeting to hear the content of the meeting. If there is an expense for such connection, the Executive Director shall inform the public of the charge for such connection in advance of the meeting.

This meeting has been determined to not be feasible to have the public present at the meeting due to the health pandemic and emergency declaration and is authorized by MN Statute 13D.021, subdivision 1.

**SAINT CLOUD AREA PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Thursday, February 25, 2021 @ 10 a.m.**

A Zoom meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, February 25, 2021. Senior Transportation Planner Vicki Johnson presided with the following members participating via Zoom or telephone access:

Michael Kedrowski	Saint Cloud Metro Bus
Steve Voss	MnDOT District 3
Steve Foss	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Randy Sabart	City of Saint Joseph
Jon Noerenberg	City of Waite Park
Todd Schultz	City of Sauk Rapids
Chris Byrd	Benton County
Andrew Witter	Sherburne County
Jodi Teich	Stearns County
Scott Saehr	City of Sartell
Ben Anderson	Stearns County
Larry Hosch	ATAC Representative
Kelvin Howieson	MnDOT District 3
Jeff Lenz	MnDOT District 3
Voni Vegar	MnDOT, OTAT
Anna Pierce	MnDOT, MPO Coordinator
Innocent Eyoh	Minnesota Pollution Control Agency (MPCA)
Vicki Johnson	APO, Senior Planner
Brian Gibson	APO, Executive Director
Alex McKenzie	APO, Planning Technician
Fred Sandal	APO, Associate Planner
Amber Blattner	APO, Administrative Assistant

Ms. Johnson reviewed the Electronic Meeting Notification requirements.

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were participating.

Consideration of Consent Agenda Items

Ms. Teich made a motion to approve Consent Agenda Items. Mr. Witter seconded the motion. Motion carried. Roll Call: Kedrowski– YES; Voss – YES; Foss – YES; Glaesman – YES; Sabart – YES; Noerenberg – YES; Byrd – YES; Witter – YES; Teich – YES; Schultz – YES; Saehr - YES

FY 2021-2024 Transportation Improvement Program Amendments and Administrative Modifications

Ms. Johnson requested board approval on proposed administrative modification to the Transportation Improvement Program requested by MnDOT. She said MnDOT is looking to delay construction on the WPA wall along MN 301 to 2022. In addition, MnDOT is seeking to increase the project cost from \$800,000 to \$900,000.

Mr. Foss made a motion to recommend Policy Board approve the TIP Amendments and Administrative Modifications. Mr. Voss seconded the motion. Motion carried. Roll Call: Kedrowski– YES; Voss – YES; Foss – YES; Glaesman – YES; Sabart – YES; Noerenberg – YES; Byrd – YES; Witter – YES; Teich – YES; Schultz – YES; Saehr – YES

Revision to the FY 2022-2025 Transportation Improvement Program Development Schedule

Ms. Johnson worked with MnDOT as they worked to develop an improved FY 2022-2025 TIP development schedule. Ms. Pierce worked with MPOs throughout the state to discuss how they handled scheduling and combined their techniques to streamline the process. Changes made to the schedule include the opening of the public commit period being pushed from June to July. Therefore, the August TAC meeting would be when the TAC recommends Policy Board approval of the TIP. Ms. Johnson asked if there are any conflicts with the Aug. 26 TAC meeting because it is important to have quorum. Ms. Johnson seeks approval to revise the schedule.

Ms. Teich made a motion to approve the revised schedule. Mr. Schultz seconded the motion. Motion carried. Roll Call: Kedrowski– YES; Voss – YES; Foss – YES; Glaesman – YES; Sabart – YES; Noerenberg – YES; Byrd – YES; Witter – YES; Teich – YES; Schultz – YES; Saehr - YES

Active Transportation Plan (ATP) Vision Statement, Goals, and Objectives

Mr. Sandal presented on the active transportation vision, goals, and objectives. Mr. Sandal explained the Saint Cloud APO is looking at what we want the future of active transportation to look like. Based on the ATAC review of the system data and the public input received on the ATP the vision statement has been revised. Mr. Sandal seeks recommendation to the APO Policy Board on the proposed vision, goals, and objectives for the ATP. Ms. Teich asked if this is something that can be used for a guideline when prioritizing TA project in the future. Mr. Sandal said that yes, these goals and objectives apply to all jurisdictions and are consistent with the planning being done. Mr. Voss asked for clarification on goal 2, identification of high demand destinations for bicyclists. Mr. Sandal said from the public involvement process we identified the primary destinations where people walk and bike. Primary destinations include schools, large employers (100 employees or more), parks and grocery stores. Mr. Eyoh asked about what was done for public engagement to set

up these goals and objectives. Mr. Sandal explained the public engagement that took place spring of 2020 was used to come up with these goals and objectives.

Ms. Teich made a motion to recommend Policy Board approve the proposed vision, goals, and objectives for the ATP. Mr. Glaesman seconded the motion. Motion carried. Roll Call: Kedrowski– YES; Voss – YES; Foss – YES; Glaesman – YES; Sabart – YES; Noerenberg – YES; Byrd – YES; Witter – YES; Teich – YES; Schultz – YES; Saehr - YES

Mr. Sandal discussed the next steps for the Active Transportation Plan (ATP)

Active Transportation Facility Ownership Discussion

Mr. McKenzie shared with TAC representatives maps of each of the cities and asked each jurisdiction about the shared use paths where ownership and/or maintenance was unknown or unclear. TAC representatives felt the definition of ownership and maintenance needed to be refined. Mr. McKenzie will follow up with everyone on the areas in question to allow them time to review and to ensure accuracy.

Other Business and Announcements

Ms. Johnson is preparing financial documents and fiscal constraint information for the 2022-2025 TIP. Those will be sent out next week along with a list of obligated projects. Ms. Johnson noted in the March meeting TAC will review the STBGP process. Mr. Gibson noted the household travel survey contract will be selected soon and in early fall we will help bring awareness of the survey to the public.

Adjournment

The meeting adjourned at 10:50 a.m.



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on March 11, 2021 Policy Board Meeting
DATE: March 12, 2021

The APO Policy Board met on March 11, 2021. The following is a summary of that meeting:

1. The Board approved the **purchase of a new Eco-Counter bicycle-pedestrian counter** which the APO will use on shared-use paths throughout the region
2. The Board approved a **contract with RSG and SRF Consulting Group** to conduct a regional household travel survey
3. The Board approved an **administrative modification to the Transportation Improvement Program** moving the restoration of a retaining wall adjacent to Minnesota Boulevard from 2021 to 2022
4. The Board approved the proposed **goals and objectives for the Regional Active Transportation Plan**
5. The Board approved an **amendment to the APO's Procurement Policies** designed to bring the policies into better alignment with 2 CFR Part 200
6. I gave the Board an **informational presentation regarding the history and purpose of MPOs** in order to bring new Board members up to speed on the APO and how it works

Suggested Action: None, informational.



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T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2021-2024 Transportation Improvement Program Amendments
DATE: March 12, 2021

One of the responsibilities of the Saint Cloud Area Planning Organization (APO), as outlined by the Federal Government, is to develop and maintain a Transportation Improvement Program (TIP). The TIP is the document that programs federal funds for transportation improvements in the APO's Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring agencies and jurisdictions. As a document, the TIP reports how the various agencies and jurisdictions within the MPA have prioritized their use of limited Federal highway and transit funding.

The City of Saint Cloud has requested two amendments to the APO's FY 2021-2024 TIP pertaining to the CR 136/Oak Grove Road SW reconstruction and multimodal project occurring in FY 2021.

The proposed changes are as follows:

- 162-175-001: ST. CLOUD; RECONSTRUCT STERANS CR 136 FROM 22ND ST S TO 33RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005). Per revised cost estimates, cost of this project is increasing from \$1,870,000 to \$3,200,817. City of Saint Cloud is responsible for funding difference. New totals are as follows: FHWA: \$969,482; Other/Local: \$2,231,335; Total: \$3,200,817.
- 162-591-005: ****AC****: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22ND ST S TO 33RD ST S, TO MULTI MODAL CORRIDOR, PAYBACK IN 2024 (ASSOCIATED WITH 162-175-001). Per revised cost estimates, cost of this project is increasing from \$530,000 to \$536,543. City of Saint Cloud is responsible for funding difference. New totals are as follows: FHWA: \$424,000 (to be paid back in 2024); Other/Local: \$112,543; Total: \$536,543.

With all of the proposed changes, fiscal constraint has been maintained for each agency and jurisdiction.

The 30-day public comment period on these changes concludes on Friday, March 26, 2021.

As of March 12, 2021, APO staff have received 14 completed online surveys. Those comments can be found in Attachment D2. Any additional comments received prior to the March 25 meeting will be emailed to TAC representatives.

Suggested Action: Recommend Policy Board approval.



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FY 2021-2024 Transportation Improvement Program Amendments

Public Comments February-March 2021

Two requests from the City of Saint Cloud for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2021-2024 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Feb. 24 – March 26, 2021) the APO has received the following comments (current through March 12, 2021). Please note that a more complete list will be provided at the APO TAC meeting should additional comments be added.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Saint Cloud	162-175-001 and 162-591-005 (CR 136 reconstruction and multi modal improvements)	Strongly approve (2) Approve (5) Neither approve nor disapprove (3) Disapprove (1) Strongly disapprove (3)	03/12/2021
City of Saint Cloud	162-175-001 and 162-591-005 (CR 136 reconstruction and multi modal improvements)	"Too much money."	03/12/2021
City of Saint Cloud	162-175-001 and 162-591-005 (CR 136 reconstruction and multi modal improvements)	"Cost too high."	03/12/2021
City of Saint Cloud	162-175-001 and 162-591-005 (CR 136 reconstruction and multi modal improvements)	"More detail about the actual improvement would be helpful."	03/12/2021

Facebook Live Open House:

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Phone/In-Person

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Facebook:

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Email:

Agency/Jurisdiction	Proposed Project Number	Comments	Date



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Debrief of the FY 2025 Surface Transportation Block Grant Program (STBGP Solicitation)
DATE: March 12, 2021

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the Saint Cloud Area Planning Organization (APO) works with member agencies and jurisdictions to facilitate local, state, and Federal funds for programs and surface transportation improvement programs. In order to accomplish this, the APO is tasked with prioritizing projects that align with its long-range transportation vision for the region.

The Metropolitan Transportation Plan (MTP) is a long-range, multimodal, surface transportation plan that identifies a regional vision for transportation and the steps necessary to achieve that vision. Part of those steps includes the identification of various transportation improvement projects within the Metropolitan Planning Area (MPA).

In order to carry out the vision of the MTP, the APO develops and maintains a Transportation Improvement Program (TIP). The TIP is a short-range (four year) programming document that reports on how the various agencies and jurisdictions within the Saint Cloud MPA have prioritized their use of limited Federal highway and transit funding. This document is updated on an annual basis.

Projects contained within the TIP must either be identified within the MTP or align closely with the goals and objectives of the MTP. In addition, these projects are funded in part by the Federal Government or are projects sponsored specifically by the Minnesota Department of Transportation (MnDOT).

One of the sources of transportation funding the Federal Government uses is the Surface Transportation Block Grant Program (STBGP). STBGP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program.

In order to determine how this funding will be spent in the APO, a project solicitation process is initiated. APO member jurisdictions complete an application for specific surface transportation projects they feel would be the best use of the limited Federal funds. Applicants are given scoring guidelines to assist in writing the application. These scoring guidelines were developed by APO staff in conjunction with APO Technical Advisory Committee members during late summer, early fall 2019 and approved by the APO's Policy Board in September 2019.

Completed applications are then submitted to the APO Senior Planner in early January.

Per the process outlined and agreed upon by the APO's Technical Advisory Committee at its October 2019 meeting, APO planning staff review, score, and rank those submitted projects. That initial ranking is then presented at to the TAC for consideration. TAC

representatives subsequently review the applications and preliminary rankings provided by APO staff and ultimately make a funding recommendation which is presented for consideration by the APO Policy Board.

After doing this process for the last two years (2020 for the FY 2024 solicitation and 2021 for the FY 2025 solicitation) APO staff are seeking input as to how this process can be modified and/or improved for subsequent solicitations.

Some questions to consider:

1. Does that TAC feel APO planning staff should continue to do the initial technical scoring/preliminary ranking of projects? If not, is there another way that this can be achieved?
2. Do total points allocated to certain categories need to be adjusted?
3. Do certain descriptions/criteria for consideration need to be adjusted for any (or all) categories?
4. Would applicants like an individual debrief by APO staff as to how applications could be improved for next year or be provided with a general understanding of what APO staff are looking for in applications (provided APO staff continue to do the initial scoring/preliminary ranking)?

At this point, APO staff are just seeking suggestions. If TAC representatives feel changes are warranted, APO staff will begin the process of working with the TAC to revisit the scoring criteria/rubric that was adopted in 2019 with the intent of making those necessary changes prior to the FY 2026 solicitation slated to begin in October.

Suggested Action: None, informational.



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

Project Score Sheet Rubric

About this rubric

This rubric is designed to complement the Central Minnesota Area Transportation Partnership (ATP-3)'s Surface Transportation Block Grant Program (STBGP) guidebook and application guidance. This rubric is designed to assist agencies and jurisdictions within the Saint Cloud Area Planning Organization's (APO's) planning area in completing the STBGP solicitation for ATP-3 STBGP dollars allocated to the APO's planning area.

Application requirements

All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body **PRIOR** to the submittal of the application to the APO. This resolution, if the project is selected for funding, will serve as the required resolution for ATP-3. Any application submitted without a resolution will not be eligible for scoring.

Project Qualifications

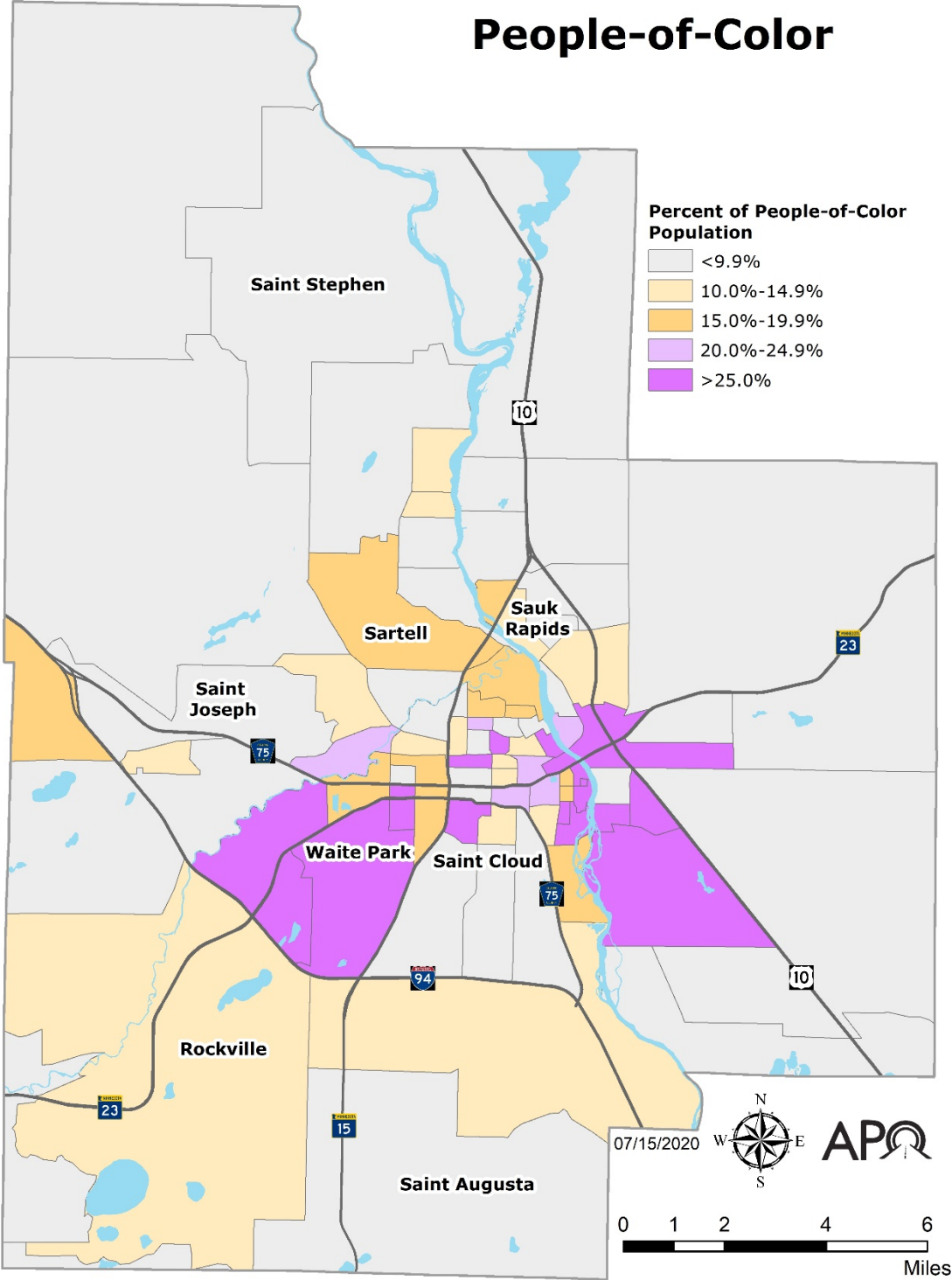
A. Access and Mobility

Explain how your project increases the accessibility and mobility options for people and freight. **(25 points total)**

- Criteria to consider
 - Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice (EJ) requirements.
 - Project improves travel time reliability and/or level of service (LOS).
- Evaluation criteria
 - ADA/Title VI/EJ
 - Project includes ADA compliant infrastructure such as curb ramps, pedestrian intersection crossing infrastructure.
 - Project improves (or facilitates the possible incorporation of) access to transit stops.
 - RECONSTRUCTION PROJECTS ONLY: Project occurs within an EJ area (areas with large minority and/or low-income populations).
 - EXPANSION PROJECTS ONLY: Project details mitigation efforts to lessen/minimize impact on EJ populations (areas with large minority and/or low-income populations).



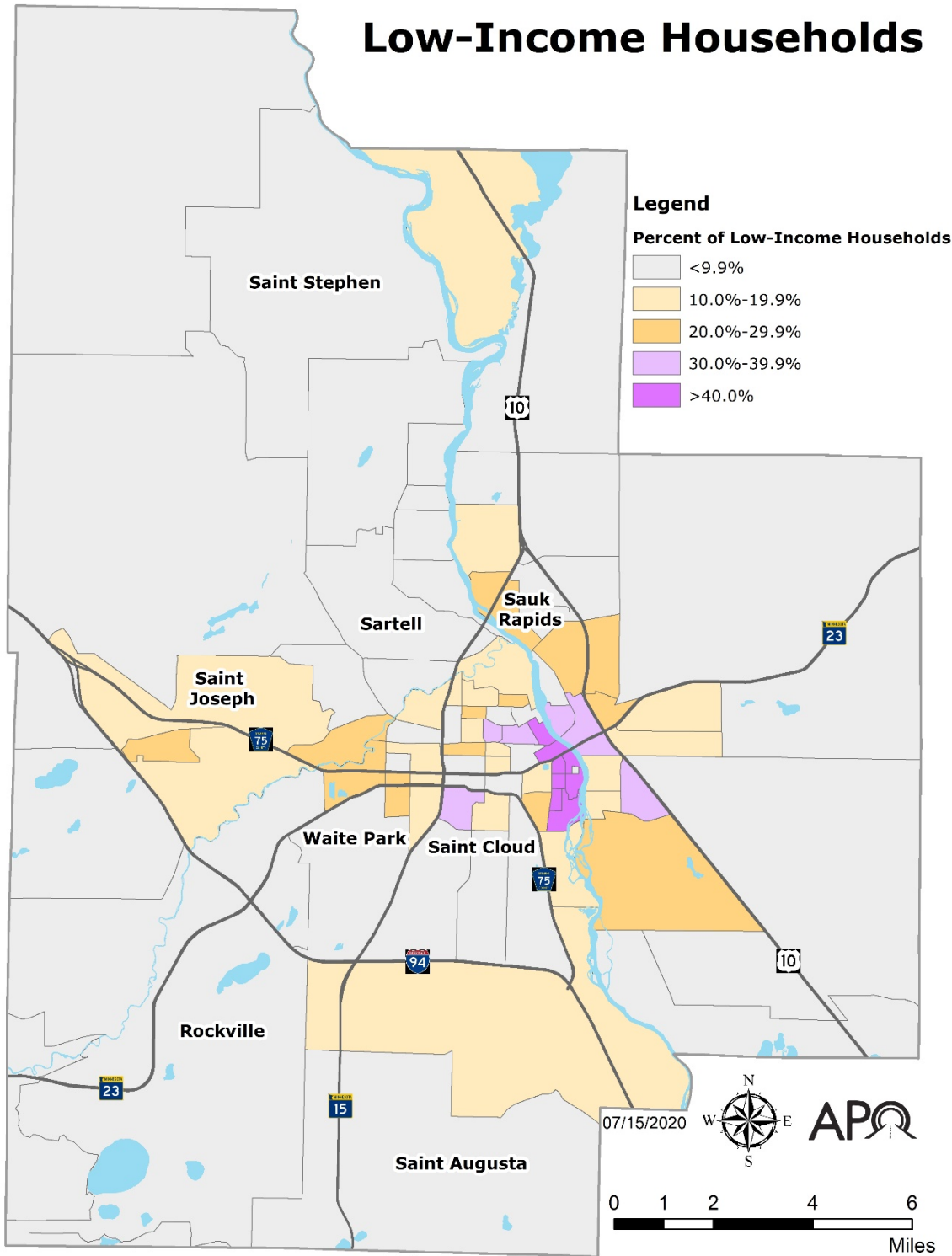
People-of-Color



Data source: U.S. Census Bureau, 2014-2018 American Community Survey Five Year Estimates.



Low-Income Households



Data source: U.S. Census Bureau, 2014-2018 American Community Survey Five Year Estimates.



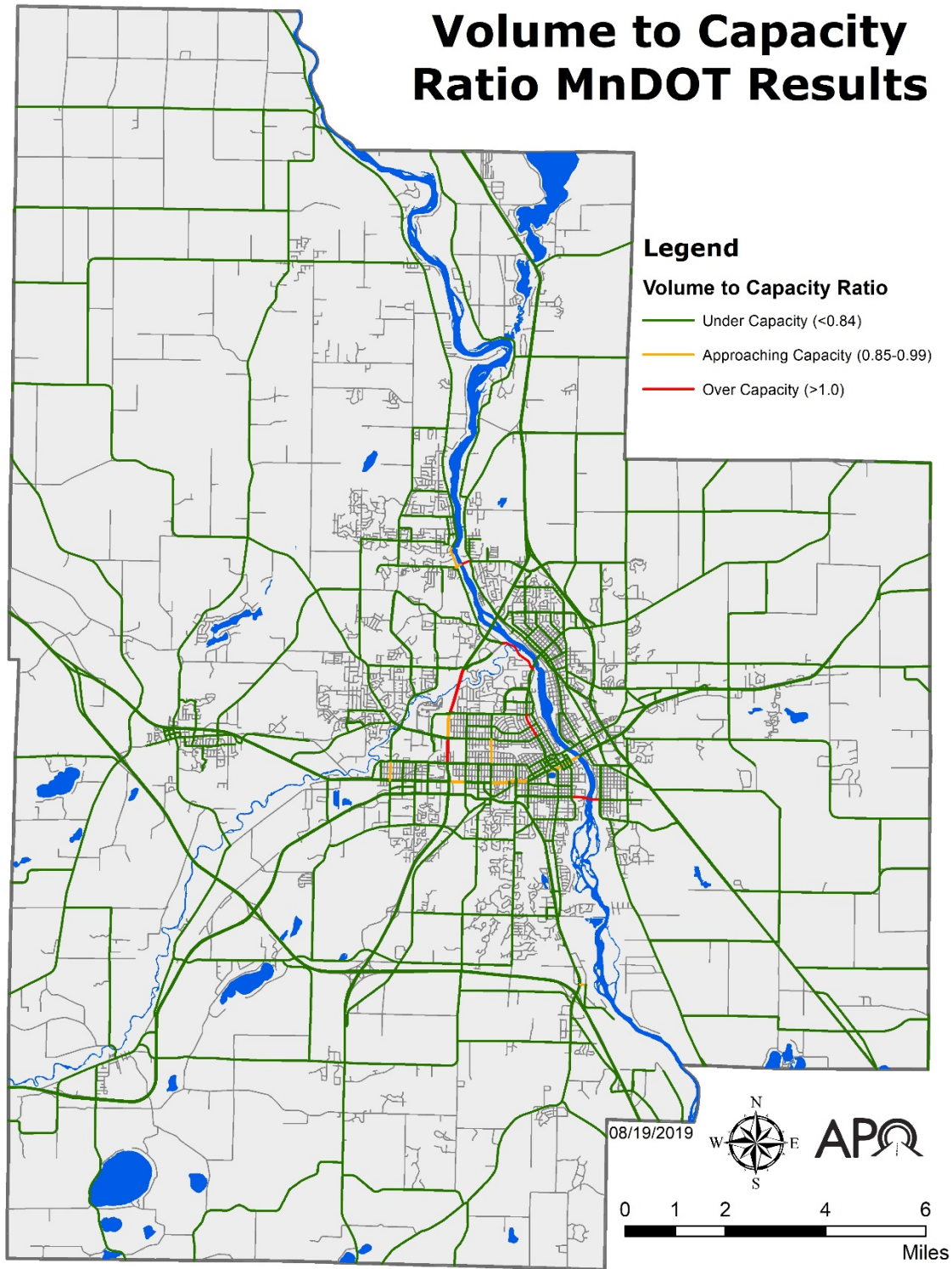
- Travel time reliability/LOS
 - Project improves the volume-to-capacity ratio of current roadway and/or roadways within close proximity (for expansion projects).
 - V/C ratio is:
 - >1.00.
 - 0.85 to 0.99.
 - <0.84.

Facility Type	Daily Capacity (vehicles/day)
Two-lane gravel road	1,000
Two-lane collector/local	10,000
Two-lane arterial	12,000
Three-lane (two-way left-turn lane) collector/arterial	18,000
Four-lane collector	20,000
Four-lane undivided arterial	27,000
Five-lane collector	28,000
Five-lane arterial	34,000
Four-lane divided (expressway)	36,000
Six-lane divided (expressway)	54,000
Four-lane unmetered freeway	74,000
Four-lane metered freeway	85,000
Six-lane unmetered freeway	111,000
Six-lane metered freeway	127,000
Eight-lane unmetered freeway	150,000
Eight-lane metered freeway	184,000

Data Source: SRF Consulting, Inc. 2019.



Volume to Capacity Ratio MnDOT Results



Data source: MnDOT 2017 Traffic Mapping Application.



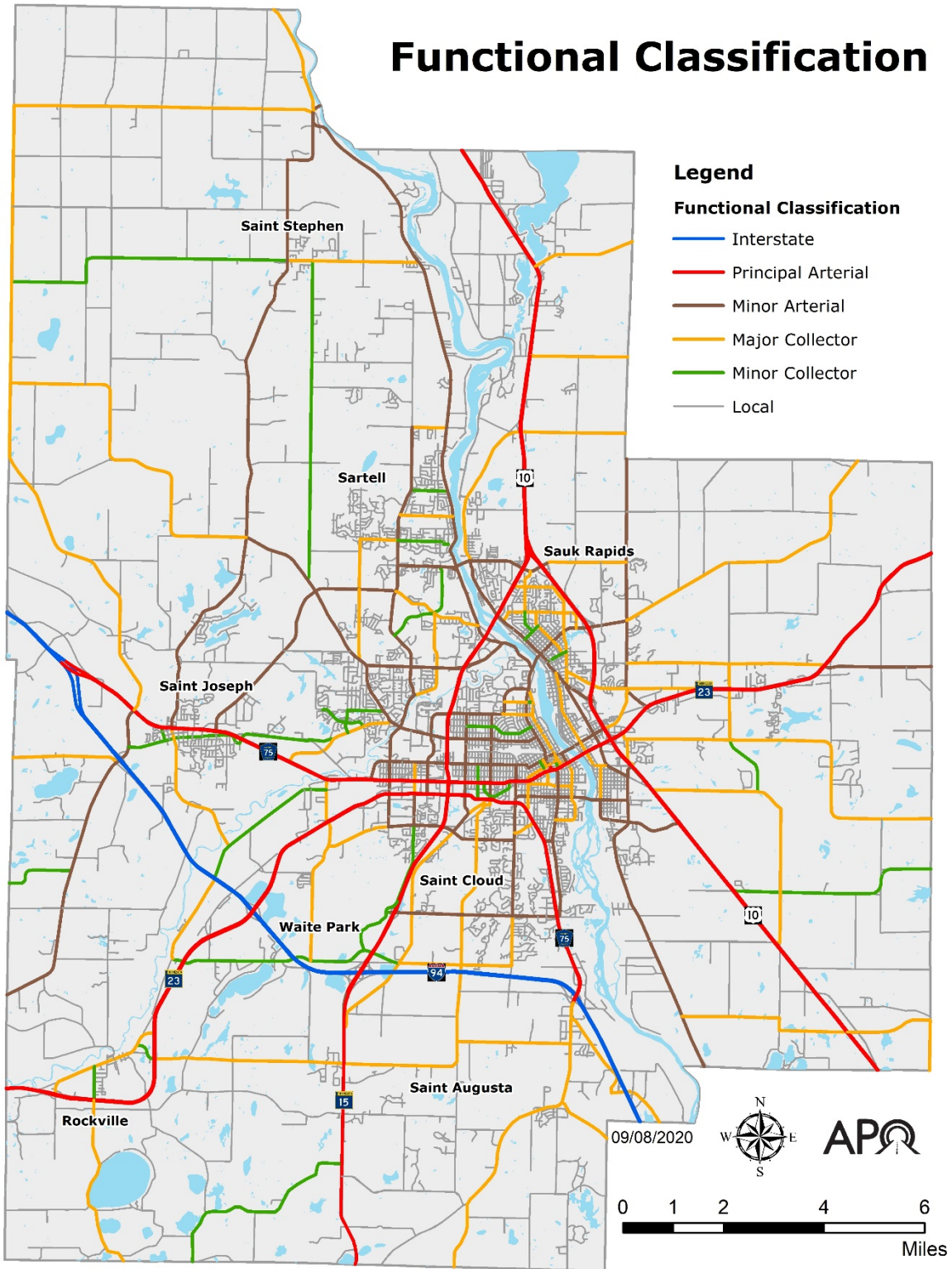
B. System Connectivity

Explain how your project enhances the integration and connectivity of the transportation system for people and freight. **(25 points total)**

- Criteria to consider
 - Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.
 - Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project occurs on or constructs a new roadway with the following functional classification:
 - Interstate 94.
 - NHS system (MN 23, MN 15, US 10, CSAH 75).
 - Principal or minor arterial.
 - Principal or minor collector.
 - More information can be found:
<http://mndot.maps.arcgis.com/apps/View/index.html?appid=d64dc550380547b1a93e1071d0eaf8e0>
 - Furthers or completes connections (fills a gap).
 - Project is interjurisdictional.
 - Project completes a connection.



Functional Classification



Data source: MnDOT Functional Classifications, 2019. <https://bit.ly/3mkjONP>



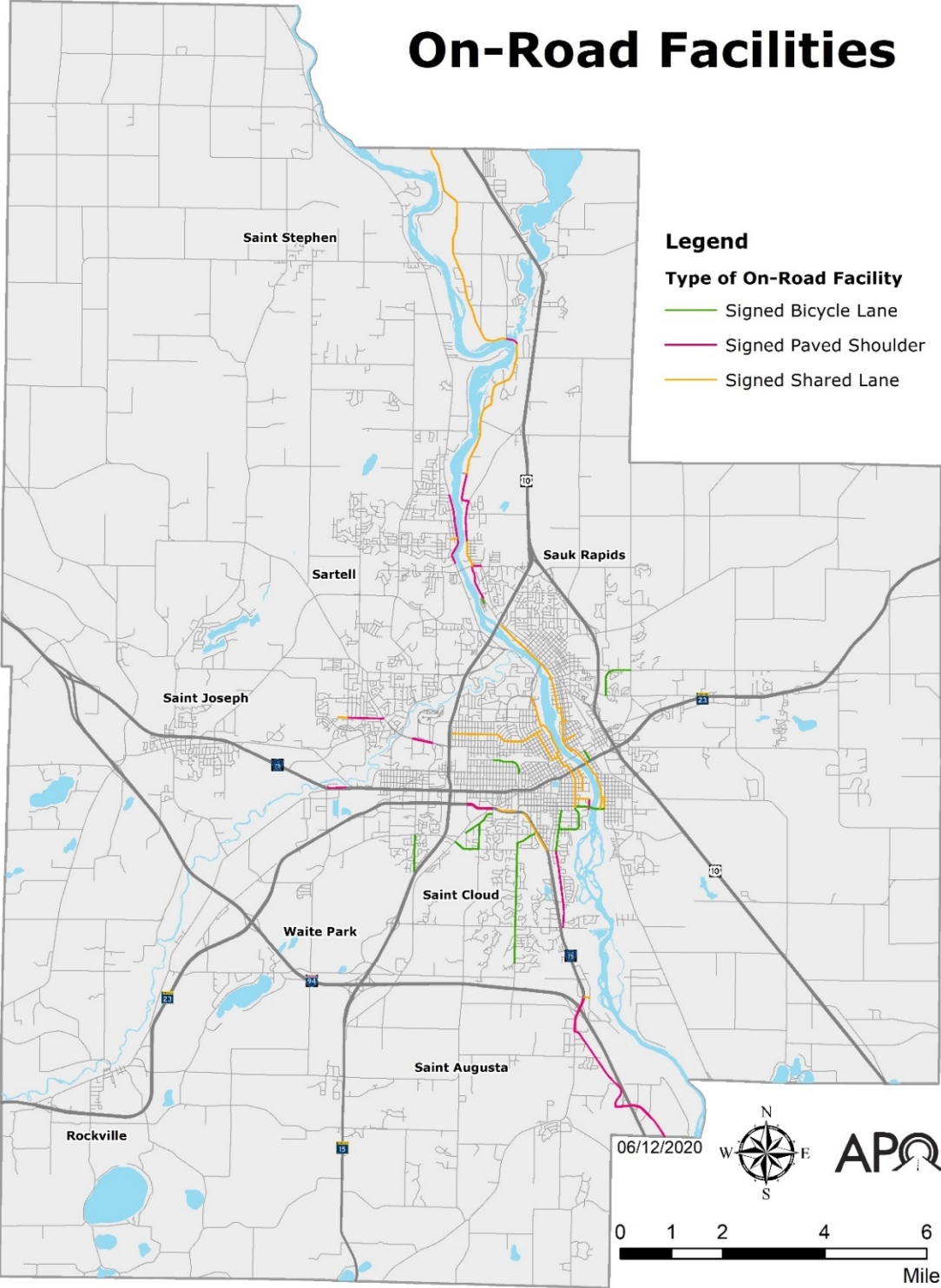
C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. **(20 points total)**

- Criterion to consider
 - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project contains the following:
 - Multi-use paths.
 - On-road bicycle lanes.
 - Sidewalks.
 - Connections within and/or between jurisdictions (5 points).
 - Connections to major trip generators (examples include schools, businesses, places of employment, etc.)



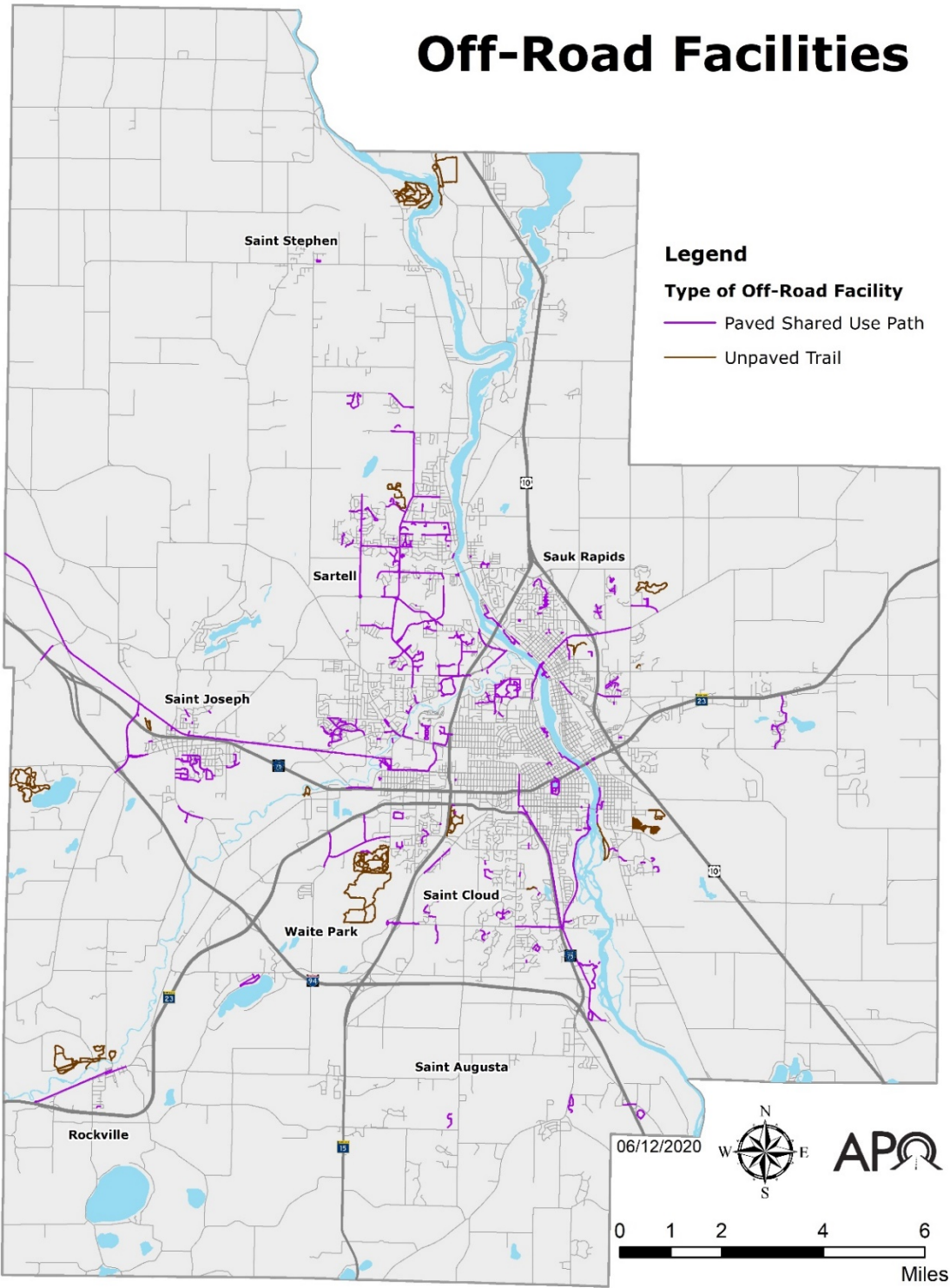
On-Road Facilities



Data courtesy of Saint Cloud APO.



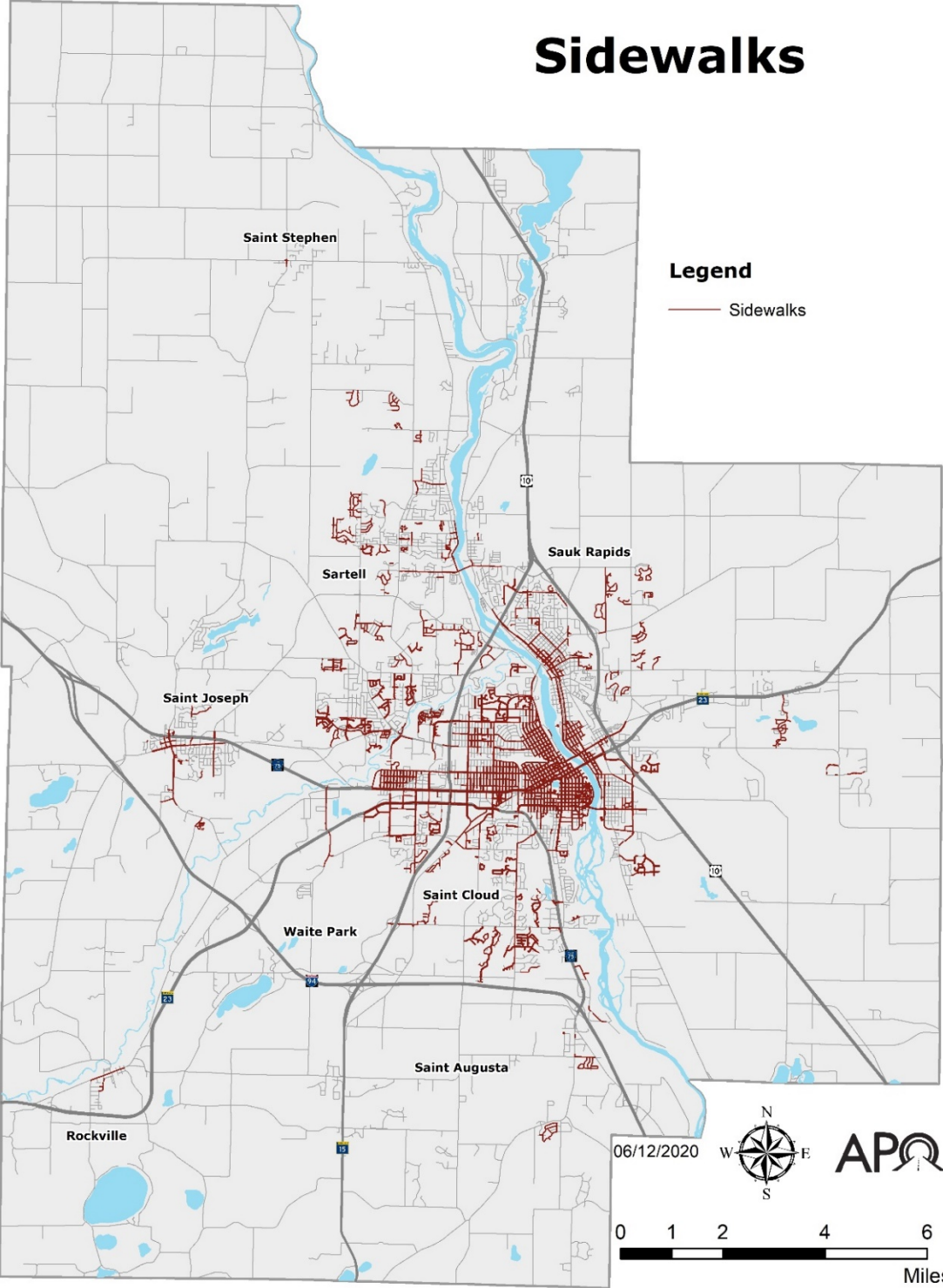
Off-Road Facilities



Data courtesy of Saint Cloud APO.



Sidewalks



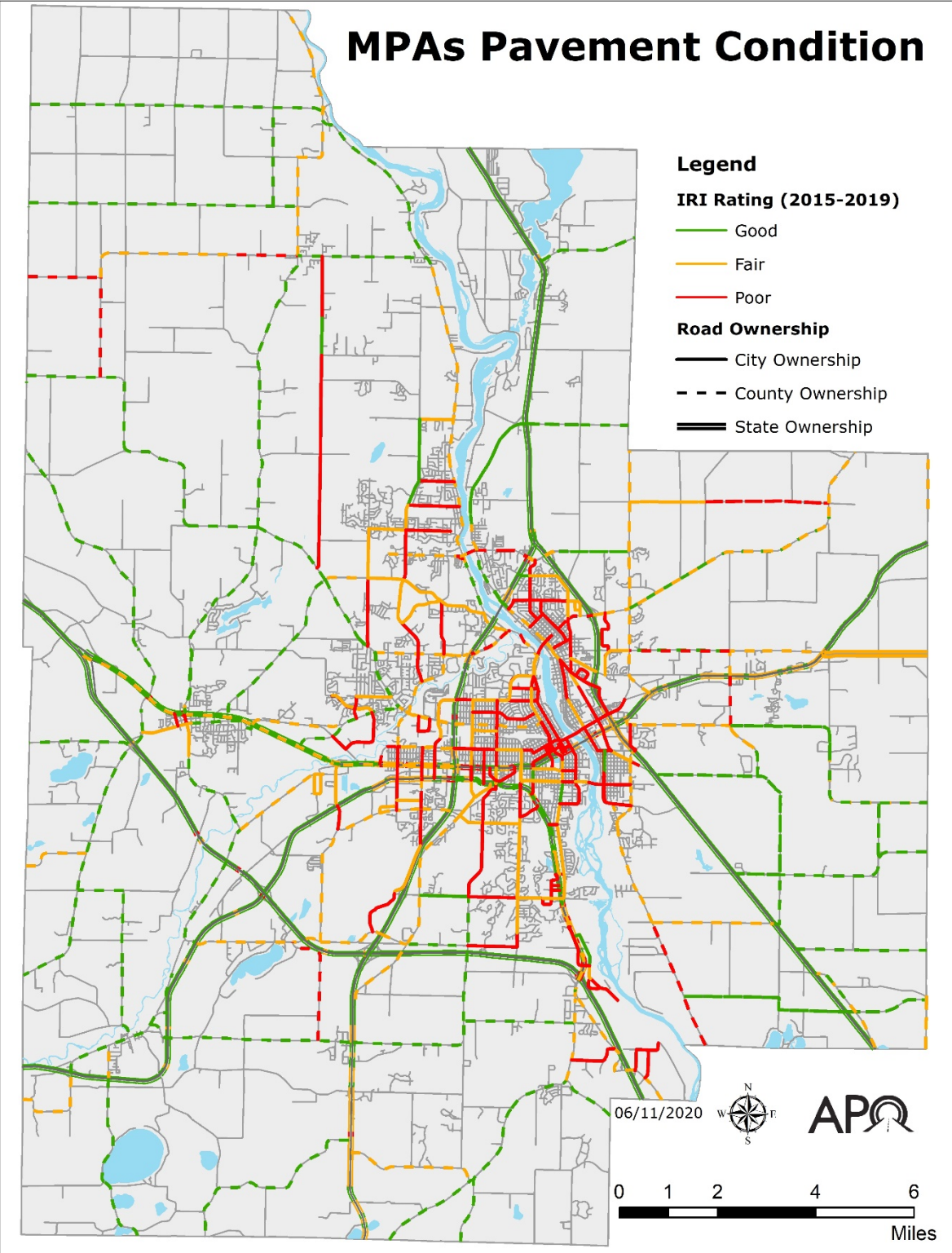
Data courtesy of Saint Cloud APO.



D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations. **(50 points total)**

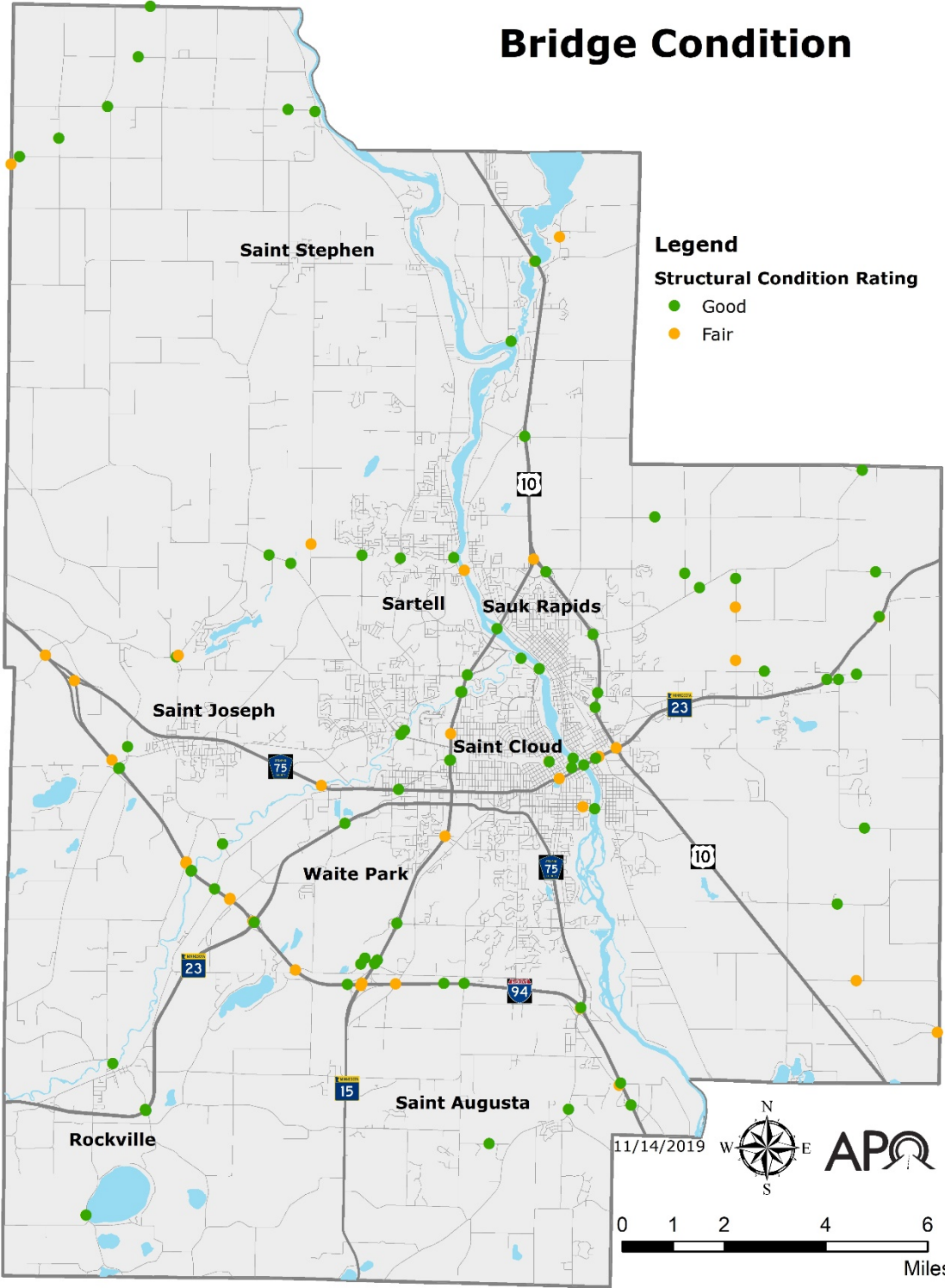
- Criterion to consider
 - Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.
- Evaluation criteria
 - Bridge/pavement condition:
 - Pavement IRI conditions (poor, fair, good).
 - Bridge conditions (poor, fair, good).
 - Multi-use paths conditions (poor, fair, good).
 - Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.



Data source: MnDOT (2015, 2017, and 2018) and GoodPointe Technology (2019)



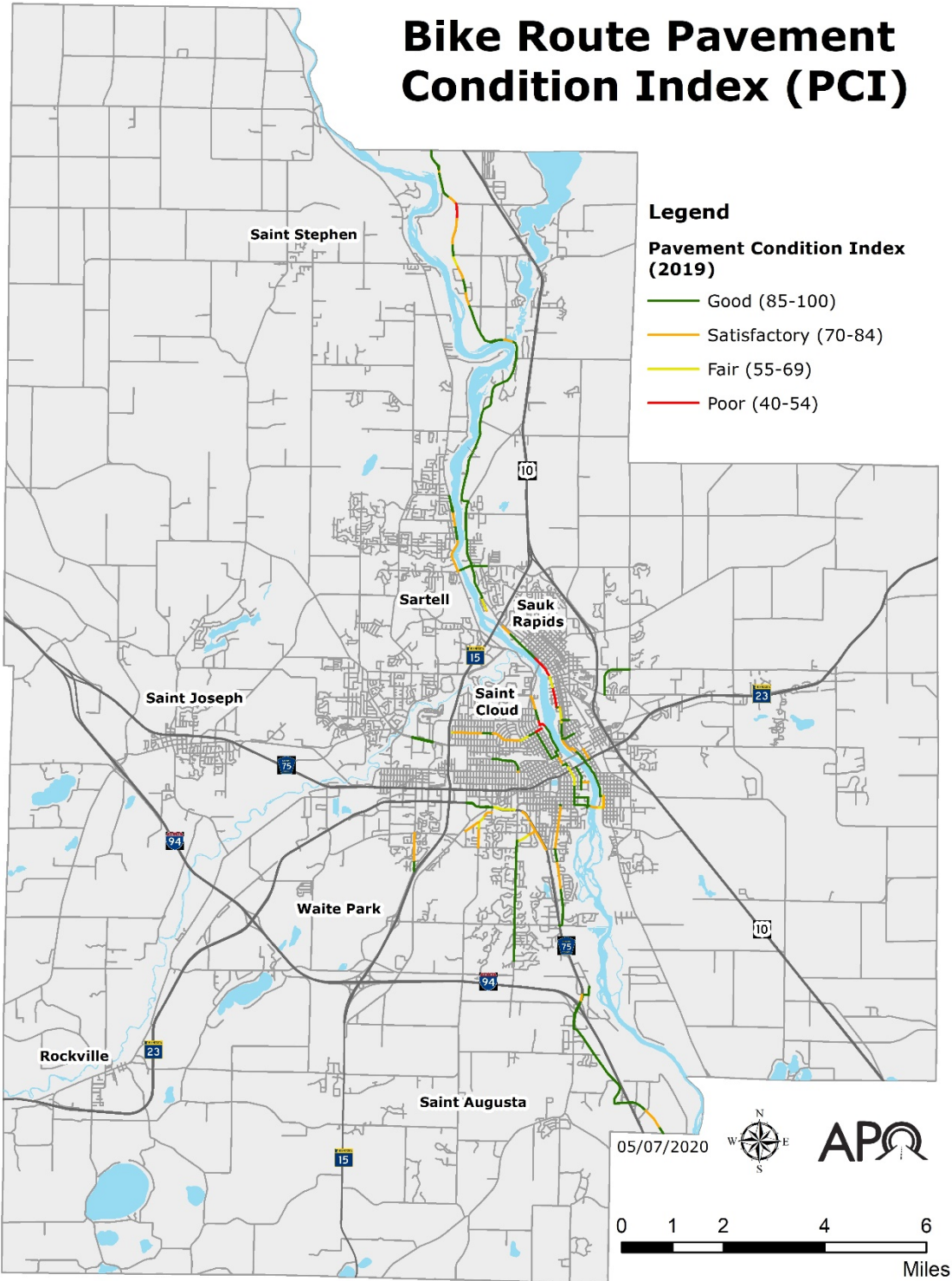
Bridge Condition



Data source: MnDOT, 2018.



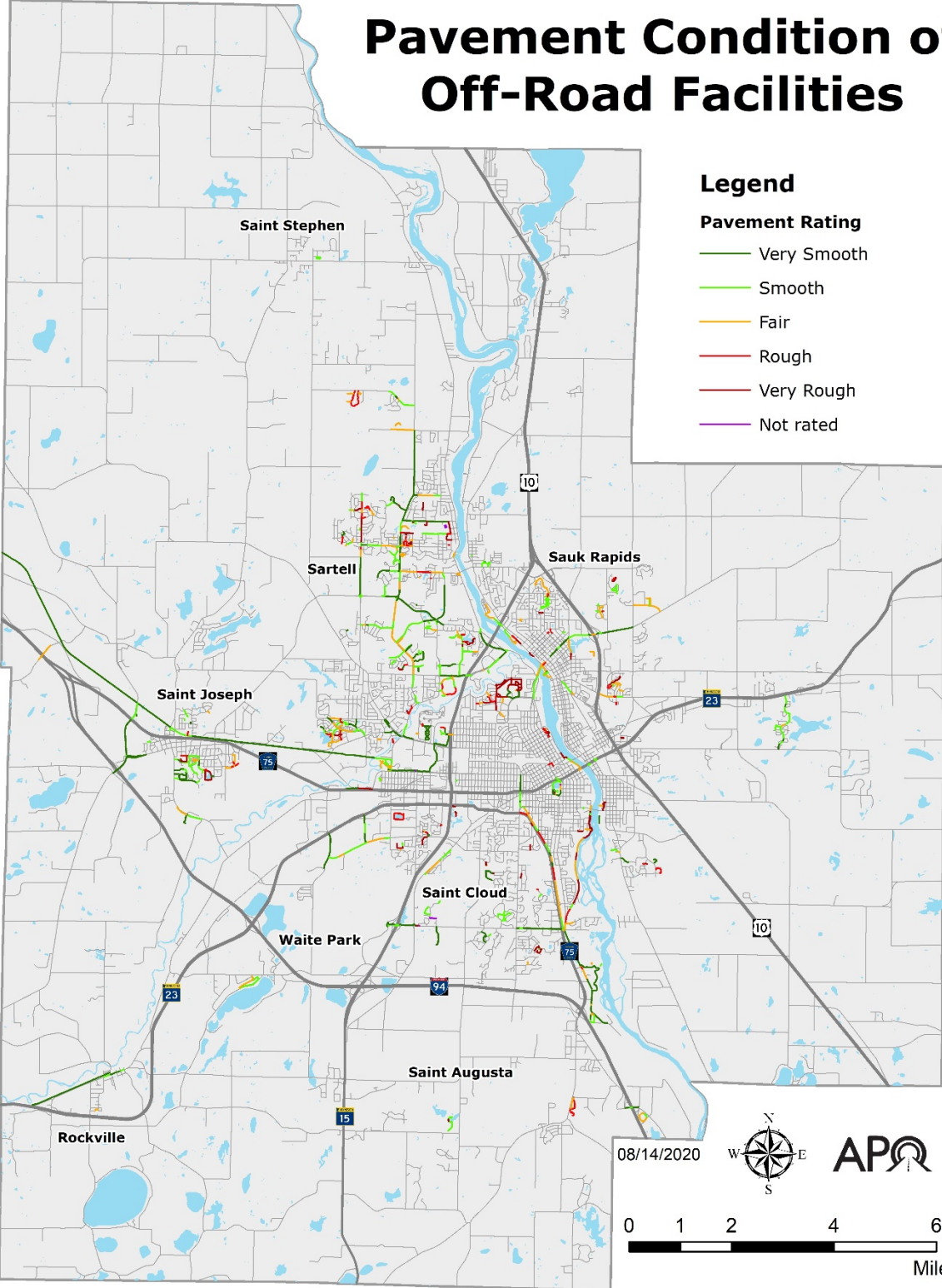
Bike Route Pavement Condition Index (PCI)



Data courtesy of GoodPointe Technology, 2019.



Pavement Condition of Off-Road Facilities



Data courtesy of Parks & Trails Council of Minnesota, 2020.



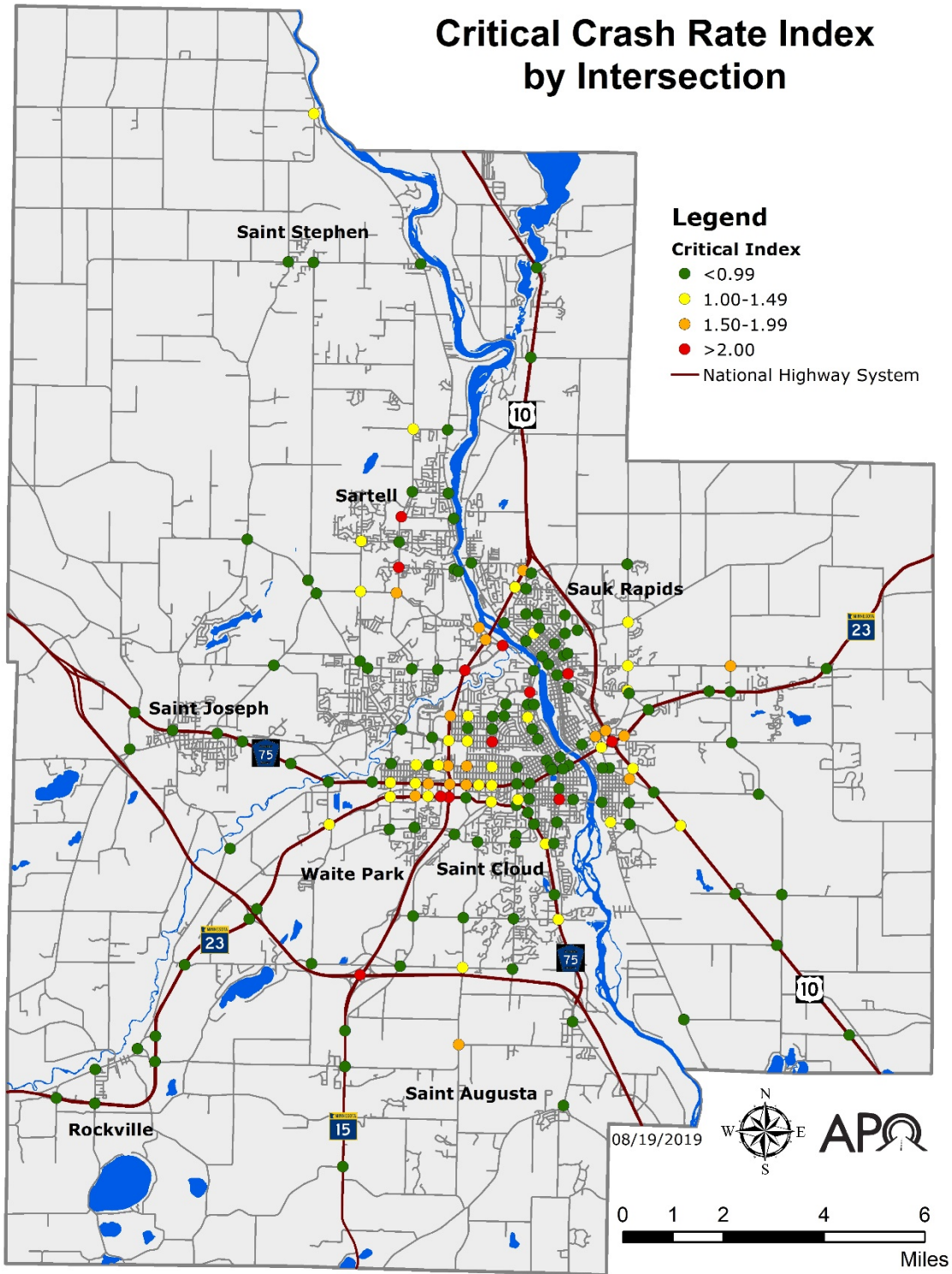
E. Safety

Explain how the project or elements of the project may improve safety. **(50 points total)**

- Criterion to consider
 - Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming measures; pedestrian crossing infrastructure; etc.) Prioritization will be taken for projects that are constructed at high crash locations.
- Evaluation criteria
 - High crash locations
 - Project occurs on a roadway (or near an intersection) with a high critical crash rate.
 - Safety infrastructure
 - Incorporation of various safety measures. Differences in rural and urban safety measures must be considered.



Critical Crash Rate Index by Intersection



Data source: 2011-2015 MnDOT Intersection Green Sheets Minnesota Crash Mapping Analysis Tool (MnCMAT)



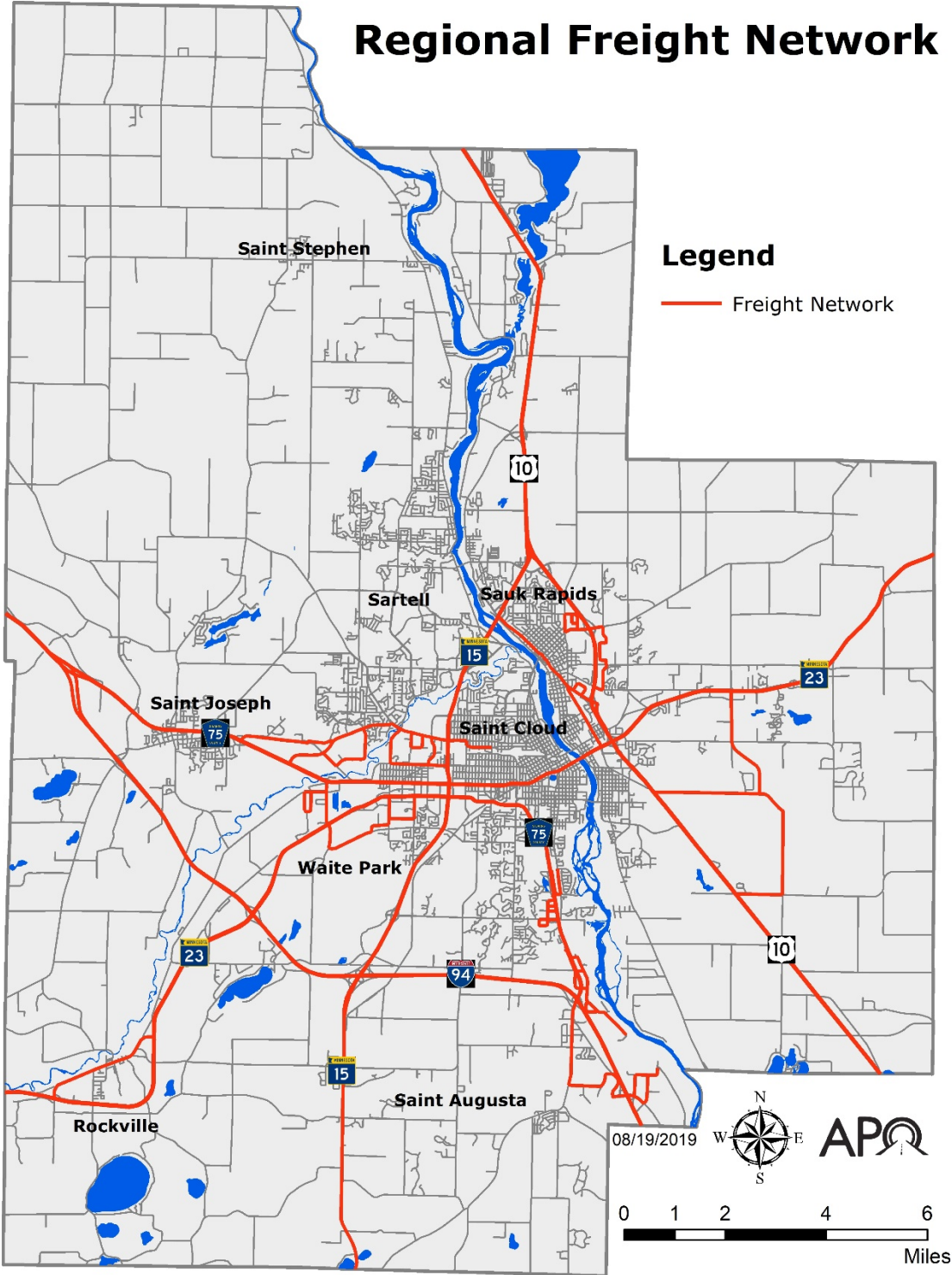
F. Economic Vitality

Explain how the project supports the economic development and job growth retention/creation goals in the community and region. **(15 points total)**

- Criteria to consider
 - Project improves the efficient movement of people and freight between the region and the rest of the state and/or nation.
 - Project promotes improved operation of the existing freight network.
- Evaluation criterion
 - Project occurs within the existing freight corridor.
 - Project explains the relationship between construction and the anticipated development, property tax generation, and job creation/retention.



Regional Freight Network



Data source: 2018, SRF Consulting, Inc.



G. Energy and Environmental Conservation

Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. **(5 points total)**

- Criterion to consider
 - Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.
- Evaluation criterion
 - Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts?
 - Project has undergone the local environmental review process.

H. Public Engagement, Plan Identification, Project Readiness

Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. **(10 points total)**

- Criterion to consider/Evaluation criterion
 - Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.
 - Include any pertinent excerpts from completed feasibility documentation for the project (i.e., scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.

Total Score: 200 points possible.

Equity scores to be added post evaluation.