

## Information Item

**DATE:** October 21, 2020  
**TO:** Transportation Advisory Board  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
Steve Peterson, Manager of TAB/TAC Process (651-602-1819)  
**SUBJECT:** Draft Funding Scenarios for the Regional Solicitation

With the scoring appeals process completed and the final scores for the 2020 Regional Solicitation tabulated, the TAB, TAC, and Funding & Programming Committees have turned toward development of funding alternatives. TAB is scheduled to approve final funding options at its December 16, 2020, meeting.

Attached are six draft funding scenarios along with associated Figures 1-6 that show the location of projects selected in each funding scenario. The scenarios fall within the TAB-approved modal funding ranges shown in Table 1. The first five scenarios use the mid-point percentages to distribute funding by mode, while the last scenario shifts \$10M from Roadways to Bicycle/Pedestrian. It should be noted that scenarios 5 and 6 are a response to some of the themes from public comments received on the draft 2040 Transportation Policy Plan (TPP) that requested less funding for roadway expansion and more funding for active transportation (bicycle/pedestrian).

**Table 1: Modal Funding Ranges**

	Roadways	Transit / TDM	Bicycle / Pedestrian	Total
Ranges	46%-65% \$89-\$125M	25%-35% \$48-\$67M	9%-20% \$17-\$39M	100%
Mid-Point	55.5% \$107M	30.0% \$58M (\$26M)	14.5% \$28M	\$193M
\$ Requested	\$300M	\$65M	\$97M	\$462M
# of Apps	57	32	52	132

### **Preliminary Funding Scenarios:**

1. **Historical Process (Orange):** This scenario is similar to TAB's past selection history dating back to 2014, except for the \$5M shifted to transit relative to past funding cycles. The scenario focuses on the mid-points of the TAB-approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian) and then, as a starting point, divides the funding within each mode based on the number of applications and dollar values requested therein for each category compared to the other categories within the same mode. This scenario shows 46 funded projects with no overprogramming and 49 projects with 10% overprogramming. The first three scenarios leverage the most non-Regional Solicitation dollars (shown as Match in Tables 2 and 3).
2. **Regional Roadways (Light Orange):** This scenario was created following the joint TAC / Funding & Programming Committee meeting held on October 7. Members requested a scenario that shifts Roadways funding at least back to the original midpoint (i.e., prior to a \$5M increase that TAB agreed to provide to Transit/TDM) and potentially higher. This was in response to the \$300M of roadway project

requests and high amount of bike/pedestrian elements within each roadway project. This scenario was created based on the Historical Process scenario. This example shows the addition of two more Roadway Spot Mobility and Safety projects and the loss of one Transit Expansion project. Again, the first three scenarios leverage the most non-Regional Solicitation dollars. Note also that the request made at the joint technical meeting did not acknowledge that the \$5M shift to transit included \$1M shift from bike/pedestrian. Therefore, no bike/pedestrian addition is shown.

3. **Bigger Projects (Green):** This scenario focuses on funding larger projects. The scenario favors the Strategic Capacity category within the Roadways mode and the Multiuse Trails and Bicycle Facilities category within the Bicycle/Pedestrian mode. The funding scenario shows 40 funded projects (with no overprogramming), the least of any scenario by six projects. The first three scenarios leverage the most non-Regional Solicitation dollars.
4. **More Projects Scenario (Pink):** As a counterpoint to the Bigger Projects scenario, this scenario shows 56 funded projects (with no overprogramming), made possible by reducing the number of funded projects in the Roadway Strategic Capacity and Multiuse Trails and Bicycle Facilities categories in favor of categories with lower federal maximum awards like Safe Routes to School.
5. **Less Roadway Expansion Scenario (Purple):** This scenario only changes the Roadways mode distribution with the assumption that the Historical Process scenario would apply to the other modes. The scenario is responsive to some of the TPP public comments that favored less roadway expansion. It funds three fewer \$10 million Strategic Capacity projects compared to the Historical Process scenario in favor of lower-cost projects in the other Roadway categories.
6. **Bike/Ped +\$10M Scenario (Blue):** This is the only scenario that deviates from the modal target by shifting \$10M to the Bicycle/Pedestrian mode. This scenario funds 52 projects (with no overprogramming) and responds to some of the TPP public comments asking for more funding for active transportation.

**Table 2: Scenario Comparisons with No Overprogramming**

Scenario	Projects	Reg Sol Award	Match	Total Transp. Investment	Unique Applicants	Funded Equity Projects*
Historical Process	46	\$200M	\$209M	\$409M	23	8 of 10
Regional Hwy	47	\$200M	\$209M	\$409M	24	8 of 10
Bigger Projects	40	\$203M	\$214M	\$417M	22	7 of 10
More Projects	56	\$202M	\$200M	\$402M	29	8 of 10
Less Road Expansion	50	\$200M	\$177M	\$377M	24	8 of 10
Bike/Ped +\$10M	52	\$200M	\$181M	\$381M	26	9 of 10

\*"Funded Equity Projects" refers to any project that scored well enough to receive the equity "bonus points," awarded to any application that was awarded at least 80% of the equity points. Overall, 10 projects were awarded equity bonus points.

**Table 3: Scenario Comparisons with 10% Overprogramming**

Scenario	Projects	Reg Sol Award	Match	Total Transp. Investment	Unique Applicants	Funded Equity Projects*
Historical Process	50	\$220M	\$222M	\$439M	24	8 of 10
Regional Hwy	51	\$219M	\$222M	\$441M	25	8 of 10
Bigger Projects	45	\$218M	\$221M	\$439M	23	9 of 10
More Projects	60	\$219M	\$207M	\$426M	31	8 of 10
Less Road Expansion	55	\$216M	\$182M	\$398M	27	8 of 10
Bike/Ped +\$10M	60	\$218M	\$191M	\$409M	28	9 of 10

**Other Assumptions or Observations:**

1. Taken from the total amount (\$198M) is \$4.9 million for Unique Project(s) to be distributed by the 2022 Regional Solicitation. Criteria for unique project selection will be established in 2021.
2. Based on input from TAC and TAC Funding & Programming, the draft scenarios show between 10%-11% overprogramming, which is the amount approved by TAB for the 2018 Regional Solicitation cycle. An overprogramming strategy has been successfully used by TAB to account for selected projects that withdraw or change their scopes and need to give funds back to the region. It also addresses additional federal funds coming to the region that need to be spent in a short amount of time. Around a 10% level of overprogramming appears to be appropriate given the number of projects that are withdrawn per year. Overprogramming could be applied as shown in the funding scenarios or could be used in another way to achieve another desired outcome by TAB such as geographic balance.
3. Traditionally, overprogramming has been treated as an extension of the basic program. That is, overprogramming funds were distributed in a way that keeps the modes near the middle of their modal funding ranges. This is the approach reflected in the attached scenarios. However, TAB could consider whether overprogramming could be used to address specific objectives beyond modal midpoints such as improving the geographic balance throughout the region or to fund more projects that promote equity.
4. The 2020 TAB-approved application states: Within Roadways Including Multimodal Elements, at least one project will be funded from each of the five eligible functional classifications: A-Minor Arterial Augmentors, Connectors, Expanders, and Relievers, as well as Non-Freeway Principal Arterials. The draft scenarios fund all five classifications without skipping over higher-ranked projects as was necessary in past cycles.
5. Another change this funding cycle was that the \$10 million Bridge category minimum has been adjusted to be a "target." The two highest ranked bridge projects have a tied score. The cumulative federal funding for these two projects is \$13.9M.

6. The TAB-approved funding ranges included a \$5 million shift to Transit: \$4 million from Roadways and \$1 million from Bicycle/Pedestrian. This comes along with TAB's decision to allow for a \$25 million funding of a single ABRT route. TAB also agreed to a) only allowing a total of \$32 million to be awarded to BRT projects and b) requiring that at least one award be made to a project that is in a new market area.<sup>1</sup>

Given the \$32 million BRT maximum, only one of the two projects ranked at the top of their respective categories (Transit Expansion and Transit Modernization) can be funded. Each of these projects is related to the Gold Line BRT project. In Transit Modernization it is a project for downtown Saint Paul stations that serves a number of different transit routes and in Transit Expansion the submittal is for a new parking facility near I-494 in Woodbury. To provide input to TAB's decision, the two applicants, Metro Transit and Washington County, consulted with the other project partners. Based on these conversations, the Gold Line project partners indicated preference for Transit Modernization project if only one can be funded.

### **Technical Committee Feedback:**

The Technical Advisory Committee (TAC) and TAC Funding & Programming Committee met jointly on October 7, 2020, to discuss the draft funding scenarios.

1. Technical committee members requested that roughly 10% over-programming or \$20M more be shown in each scenario, with these additional overprogrammed projects highlighted (staff has added this overprogramming and the new projects are shown in gray).
2. Several technical committee members thought that a new Regional Highways scenario that at least shifts back the \$4M lost by roadways to transit (approved as part of TAB's application approval that changed the modal mid-points) is warranted. Members noted that the roadway projects include huge investments in bicycle and pedestrian elements as part of their projects (e.g., pedestrian underpasses or trails on one or both sides of the roadway). In addition, the top four highest-scoring roadway reconstruction projects are "road diet" projects that focus on multimodal travel.
3. Several members questioned whether the rule to only allow for one BRT project up to \$7M (in addition to the \$25M BRT set-aside) had unintended consequences. Some of the projects staff categorized as BRT serve more than just the BRT route (either other transit routes or pedestrian movements). Note that the top-scoring projects in each transit category are on the same BRT route (Gold Line) and the other two BRT projects are on the Red Line. There is another rule that limits funding awards for transit projects to one per transitway per funding cycle. TAB will need to provide guidance to staff on how flexible to be, if at all, on these rules given the outcomes the process produced.
4. It was suggested that each scenario show the number of ADA improvements being completed, though staff stated that this could be difficult to quantify.

---

<sup>1</sup> There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project.

5. Creation of a separate bike/pedestrian bridge category was suggested for future solicitations since these project types were submitted in several different categories and thus were not scored against one another.
6. Members also requested a table showing the geographic balance of projects, which has since then been completed by staff (see Tables 4, 5, and 6).

**Table 4: Demographics**

County	Population %	Jobs %	Submitted Apps
Anoka	11%	7%	14
Carver	3%	2%	13
Dakota	14%	11%	22.5
Hennepin	41%	53%	36.5
Ramsey	18%	19%	22.5
Scott	5%	3%	5
Washington	8%	5%	15.5
Total*	100%	100%	

**Table 5: County Distribution with No Overprogramming**

County	Hist Process	Funded Apps	Regional Hwy	Funded Apps	Big Projects	Funded Apps	More Projects	Funded Apps	Less Roadway Expansion	Funded Apps	Bike/Ped +\$10M	Funded Apps
Anoka	\$23M (15%)	4	\$23M (15%)	4	\$23M (14%)	4	\$20M (13%)	3	\$22M (14%)	5	\$17M (11%)	4
Carver	\$16M (10%)	5	\$19M (12%)	6	\$20M (13%)	3	\$10M (6%)	6	\$10M (6%)	6	\$10M (6%)	6
Dakota	\$7M (4%)	5.5	\$7M (4%)	5.5	\$3M (2%)	3.5	\$7M (4%)	6.5	\$14M (9%)	6.5	\$14M (9%)	6.5
Hennepin	\$64M (41%)	19	\$59M (38%)	18	\$60M (38%)	18	\$76M (48%)	22	\$74M (47%)	21	\$74M (47%)	20
Ramsey	\$36M (23%)	9	\$36M (23%)	9	\$33M (21%)	7	\$41M (26%)	12	\$36M (23%)	9	\$42M (27%)	10
Scott	\$-	0	\$-	0	\$10M (6%)	1	\$-	0	\$-	0	\$-	0
Washington	\$11M (7%)	2	\$13M (8%)	3	\$11M (7%)	2	\$4M (3%)	5	\$1M (1%)	1	\$1M (1%)	1
Total*	\$157M		\$157M		\$160M		\$159M		\$158M		\$157M	

**Table 6: County Distribution with 10% Overprogramming**

County	Hist Process	Funded Apps	Regional Hwy	Funded Apps	Big Projects	Funded Apps	More Projects	Funded Apps	Less Roadway Expansion	Funded Apps	Bike/Ped +\$10M	Funded Apps
Anoka	\$23M (13%)	4	\$23M (13%)	4	\$23M (13%)	4	\$23M (13%)	4	\$23M (13%)	5	\$22M (13%)	5
Carver	\$17 (10%)	6	\$20M (11%)	7	\$21M (12%)	4	\$10M (6%)	6	\$11M (6%)	7	\$10M (6%)	6
Dakota	\$14M (8%)	6.5	\$14M (8%)	6.5	\$4M (2%)	4	\$14M (8%)	7.5	\$14M (8%)	6.5	\$14M (8%)	6.5
Hennepin	\$77M (43%)	21	\$72M (40%)	20	\$74M (42%)	21.5	\$82M (46%)	23	\$87M (49%)	24	\$83M (47%)	22
Ramsey	\$36M (20%)	9	\$36M (20%)	9	\$33M (19%)	7	\$44M (25%)	13	\$38M (22%)	10	\$43M (24%)	11
Scott	\$-	0	\$-	0	\$10M (6%)	1	\$-	0	\$-	0	\$-	0
Washington	\$11M (6%)	2	\$13M (7%)	3	\$11M (6%)	2	\$4M (2%)	5	\$3M (2%)	2	\$4M (2%)	5
Total*	\$178M		\$177M		\$176M		\$177M		\$176M		\$175M	

*\*Totals do not add up to the total funds available because the geographic distribution is unknown for Unique Projects and ABRT at this time.*

**DRAFT FUNDING SCENARIO**  
**ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS**  
**Traffic Management Technologies**

Funding Range - 46-65% (\$89M - \$125M)  
 Midpoint - 55.5% (\$107M)

							Midpoint of Modal Funding Ranges										
Rank	ID	Applicant	County	City	Project Name	Funct Class	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion	Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14361	Minneapolis	Hennepin	Minneapolis	Minneapolis City-Wide Signal Retiming	Augmentor			\$2,500,000				\$2,500,000	\$625,000	\$3,125,000	\$2,500,000	817
2	14083	St. Paul	Ramsey	St. Paul	Dale Street Traffic Signal Modernization	Reliever, Augmentor	\$4,500,800	\$4,500,800				\$4,500,800	\$2,000,800	\$500,200	\$2,501,000	\$4,500,800	811
3	14090	Minneapolis	Hennepin	Minneapolis	City of Minneapolis ITS Upgrades and Enhancements	Augmentor						Overprogram	\$3,000,000	\$750,000	\$3,750,000	\$7,500,800	807
4	14027	Carver Co	Carver	4 Cities; 1 Township	Carver County Traffic Signal Tech and ITS Enhancements	Expanders, Con				\$9,080,800	\$9,080,800		\$1,580,000	\$395,000	\$1,975,000	\$9,080,800	776
5	14126	Ramsey Co	Ramsey	Mounds View	Mounds View Blvd Traffic Management Tech.	Reliever				Overprogram	Overprogram		\$2,536,085	\$634,021	\$3,170,106	\$11,616,885	630
												\$11,616,885	\$2,904,221	\$14,521,106			

**Spot Mobility and Safety**

							Midpoint of Modal Funding Ranges										
Rank	ID	Applicant	County	City	Project Name	Funct Class	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion	Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14059	Minneapolis	Hennepin	Minneapolis	Johnson St. NE/ I-35W South Ramps Intersection Improvements	Augmentor			\$1,497,200				\$1,497,200	\$374,300	\$1,871,500	\$1,497,200	630
2*	14067	Hennepin Co	Hennepin	Minneapolis	Hi/Lake Safety Project	Augmentor			Overprogram				\$3,500,000	\$2,159,400	\$5,659,400	\$4,997,200	592
3	14050	Carver Co	Carver	Benton Township	US 212 & CSAH 51 Intersection Safety Project	Principal Arterial							\$3,500,000	\$4,763,000	\$8,263,000	\$8,497,200	590
4	14198	Dakota Co	Dakota	Burnsville	Dakota Co Project 11-27: Roundabout - CSAH 11 & Burnsville Pkwy	Expander, Reliever	\$9,897,200						\$1,400,000	\$350,000	\$1,750,000	\$9,897,200	586
5	14346	Carver Co	Carver	Laketown Township	Highway 11 Intersection Improvement Project	Connector					\$12,834,800	\$12,834,800	\$2,937,600	\$734,400	\$3,672,000	\$12,834,800	575
6	14368	Woodbury	Washington	Woodbury	Lake Road and Pioneer Drive Intersection Improvement Project	Expander		\$14,892,391			Overprogram	Overprogram	\$2,057,591	\$514,398	\$2,571,989	\$14,892,391	496
7	14292	Rogers	Hennepin	Rogers, Dayton	CSAH 144 and CSAH 13 Signal & Intersection Geometric Improvements	Expander, Connector					Overprogram		\$1,747,512	\$436,878	\$2,184,390	\$16,639,903	483
8	14023	Ramsey Co	Ramsey	Maplewood, St. Paul	Larpenteur Avenue (CSAH 30)/White Bear Avenue (CSAH 650/North St. Paul Road (CSAH 29) Safety and Mobility Project	Augmentor				\$20,139,903			\$3,500,000	\$3,816,771	\$7,316,771	\$20,139,903	368
9	14164	Hennepin Co	Hennepin	Corcoran, Greenfield, Rogers	CSAH 19 Spot Mobility & Safety Project	Connector							\$2,712,000	\$678,000	\$3,390,000	\$22,851,903	337
10	14291	Rogers	Hennepin	Rogers	CSAH 116 and CSAH 150 Roundabout	Connector, Expander							\$1,245,120	\$311,280	\$1,556,400	\$24,097,023	291
												\$24,097,023	\$14,138,427	\$38,235,450			

**Strategic Capacity**

							Midpoint of Modal Funding Ranges										
Rank	ID	Applicant	County	City	Project Name	Funct Class	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion	Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14030	Brooklyn Park	Hennepin	Brooklyn Park	TH 252/Brookdale Drive Interchange	Principal Arterial							\$10,000,000	\$23,215,015	\$33,215,015	\$10,000,000	830
2	14165	Blaine	Anoka	Blaine	TH 65 at 99th Ave NE Grade Separation	Principal Arterial					\$20,000,000	\$20,000,000	\$10,000,000	\$19,800,000	\$29,800,000	\$20,000,000	686
3**	14139	Anoka Co	Anoka	Ramsey, Dayton	CSAH 56 (Ramsey Blvd) & Highway 10 Interchange	Principal Arterial, Expander				\$30,000,000			\$10,000,000	\$19,300,000	\$29,300,000	\$30,000,000	616
4-T	14324	Washington Co	Washington	Grant, Lake Elmo	CSAH 17 (Lake Elmo Ave) & TH 36 Interchange	Principal Arterial, Connector							\$10,000,000	\$24,733,130	\$34,733,130	\$40,000,000	572
4-T	14347	Carver Co	Carver	Chanhassen, Victoria	Highway 5 Arboretum Area Mobility and Access Project	Expander	\$50,000,000	\$50,000,000					\$10,000,000	\$3,440,000	\$13,440,000	\$50,000,000	572
6	14345	Carver Co	Carver	Chaska	Highway 41 and CSAH 10 Mobility and Access Improvement	Principal Arterial, Expander							\$9,049,600	\$2,262,400	\$11,312,000	\$59,049,600	542
7	14015	Scott Co	Scott	Jordan	TH 169, TH 282 and CSAH 9 Interchange	Principal Arterial, Connector			\$69,049,600				\$10,000,000	\$14,000,000	\$24,000,000	\$69,049,600	541
8	14375	Washington Co	Washington	Mahtomedi, White Bear Lake	TH 120 (Century Avenue) Expansion	Expander							\$6,601,884	\$1,650,471	\$8,252,355	\$75,651,484	500
9	14074	Coon Rapids	Anoka	Coon Rapids	TH 610 & East River Road Interchange Reconstruction	Expander							\$9,752,000	\$2,438,000	\$12,190,000	\$85,403,484	459
10	14018	Ramsey Co	Ramsey	White Bear Twp, Lino Lakes, North Oaks	I-35E/County Road J Interchange	Expander							\$8,618,210	\$2,154,553	\$10,772,763	\$94,021,694	437
11	14049	Carver Co	Carver	Benton Township	US 212 Freight Mobility & Safety Project from CSAH 51 to CSAH 36	Principal Arterial							\$10,000,000	\$15,977,000	\$25,977,000	\$104,021,694	432
12	14333	Scott Co	Scott	Sand Creek Township	Sand Creek Township Overpass Improvement Project	Principal Arterial							\$2,087,036	\$521,759	\$2,608,795	\$106,108,730	414
13	14140	Anoka Co	Anoka	Blaine	Anoka CSAH 12 (109th Avenue NE) Expansion Project	Expander							\$7,664,000	\$1,916,000	\$9,580,000	\$113,772,730	376
14	14169	Anoka Co	Anoka	Blaine	CSAH 14 (125th Avenue NE) Expansion in Blaine	Principal Arterial							\$3,964,000	\$991,000	\$4,955,000	\$117,736,730	324
15	14399	Lakeville	Dakota	Lakeville	185th Street Extension	Expander							\$1,800,000	\$450,000	\$2,250,000	\$119,536,730	311
16	14344	Dakota Co	Dakota	Lakeville	CSAH 9 (179th Street) Realignment Project	Expander							\$3,920,000	\$980,000	\$4,900,000	\$123,456,730	262
17	14168	Anoka Co	Anoka	Andover	CSAH 7 (7th Ave) Expansion in Andover	Expander							\$6,929,600	\$1,732,400	\$8,662,000	\$130,386,330	260
												\$130,386,330	\$135,561,728	\$265,948,058			



Roadway Reconstruction/Modernization

Rank	ID	Applicant	County	City	Project Name	Funct Class	Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion							
1	13970	Hennepin Co	Hennepin	Minneapolis	CSAH 5 (Franklin Ave) Reconstruction Project	Reliever							\$7,000,000	\$6,782,000	\$13,782,000	\$7,000,000	912	
2	14012	Hennepin Co	Hennepin	Minneapolis	CSAH 153 (Lowry Ave NE) Reconstruction Project	Augmentor							\$7,000,000	\$2,022,600	\$9,022,600	\$14,000,000	716	
3	14013	St. Paul	Ramsey	St. Paul	Robert Street Reconstruction	Reliever			\$21,000,000				\$7,000,000	\$11,000,000	\$18,000,000	\$21,000,000	699	
4	14327	Hennepin Co	Hennepin	St. Louis Park	CSAH 5 (Minnetonka Blvd) Reconstruction Project	Augmentor	\$28,000,000	\$28,000,000	Overprogram				\$7,000,000	\$3,357,000	\$10,357,000	\$28,000,000	683	
5	14071	Maple Grove	Hennepin	Maple Grove, Brooklyn Park, Osseo	Highway 169 and County Road 130 Interchange Reconstruction	Reliever	Overprogram	Overprogram		\$35,000,000			\$7,000,000	\$6,795,000	\$13,795,000	\$35,000,000	610	
6	14303	Dakota Co	Dakota	Eagan	Reconstruction of CSAH 32 from CSAH 43 to 0.2 miles east of Dodd Road in Eagan	Expander	Overprogram	Overprogram		Overprogram			\$7,000,000	\$3,900,000	\$10,900,000	\$42,000,000	588	
7	14396	Anoka (City)	Anoka	Anoka	TH 47 Corridor Improvements Project	Connector						\$46,152,000	\$4,152,000	\$1,038,000	\$5,190,000	\$46,152,000	585	
8	14141	Anoka Co	Anoka	Coon Rapids	Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project	Expander					\$51,366,400	Overprogram	\$5,214,400	\$1,303,600	\$6,518,000	\$51,366,400	583	
9	14031	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue Reconstruction	Reliever				Overprogram			\$5,040,800	\$1,260,200	\$6,301,000	\$56,407,200	557	
10	14107	Ramsey Co	Ramsey	Shoreview	Hodgson Road (CSAH 49) Safety and Mobility Project	Expander							\$5,000,000	\$6,362,795	\$11,362,795	\$61,407,200	534	
11	14044	Minneapolis	Hennepin	Minneapolis	42nd Street Reconstruction Project	Augmentor							\$7,000,000	\$2,708,500	\$9,708,500	\$68,407,200	521	
12	14021	Shakopee	Scott	Shakopee	Marystown Road Corridor	Expander							\$4,918,000	\$1,229,500	\$6,147,500	\$73,325,200	514	
13	14014	St. Paul	Ramsey	St. Paul	University Avenue (I-35E to Lafayette Rd)	Reliever							\$5,500,000	\$1,375,000	\$6,875,000	\$78,825,200	455	
14	14069	Washington Co	Washington	Lake Elmo, West Lakeland Township	CSAH 15 Reconstruction - Manning Phase 4	Expander							\$5,011,952	\$1,252,988	\$6,264,940	\$83,837,152	452	
15	14293	Rogers	Hennepin	Rogers, Dayton	Fletcher Bypass - Hennepin County 116 to 81	Expander							\$3,181,040	\$795,260	\$3,976,300	\$87,018,192	439	
16	14051	Carver Co	Carver	Mayer, Waconia Township	CSAH 30 Rural Connection from TH 25 to CSAH 10	Connector							\$2,562,400	\$640,600	\$3,203,000	\$89,580,592	347	
17	14304	Dakota Co	Dakota	Eureka Township, Greenvale Township	Reconstruction of CSAH 86 from west Dakota County line to CSAH 23 (Galaxie Avenue) in Dakota County	Connector							\$4,800,000	\$1,200,000	\$6,000,000	\$94,380,592	281	
												\$94,380,592	\$53,023,043	\$147,403,635				

Bridges

Rank	ID	Applicant	County	City	Project Name	Funct Class	Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
							Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion						
1-T	14061	Hennepin Co	Hennepin	Plymouth, New Hope	CSAH 9 (Rockford Rd) Bridge Replacement Project	Augmenter							\$6,888,000	\$1,722,000	\$8,610,000	\$6,888,000	778
1-T	14087	St. Paul	Ramsey	St. Paul	Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A	Reliever	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$7,000,000	\$56,903,000	\$63,903,000	\$13,888,000	778
3	14138	Ramsey Co	Ramsey	New Brighton	Replacement of Bridge 4533, Old Highway 8 (CSAH 77) over the Minnesota Commercial Railroad	Reliever							\$1,937,365	\$484,341	\$2,421,706	\$15,825,365	728
4	14042	Hennepin Co	Hennepin	Minneapolis, Robbinsdale, Crystal, Brooklyn Center	CSAH 152 (Washington Ave N) Bridge Replacement Project	Reliever							\$2,848,000	\$712,000	\$3,560,000	\$18,673,365	723
5	14332	Hennepin Co	Hennepin	Minneapolis	CSAH 152 (Osseo Rd) Rehabilitation Project	Reliever							\$2,738,400	\$684,600	\$3,423,000	\$21,411,765	615
6	14117	Ramsey Co	Ramsey	Roseville	Replacement of Bridge No. 62519, Count Road C over BNSF RR	Augmenter							\$5,000,000	\$6,098,829	\$11,098,829	\$26,411,765	597
7	14359	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue South over Minnehaha Creek	Reliever							\$7,000,000	\$13,500,000	\$20,500,000	\$33,411,765	577
Total							\$106,286,000	\$111,281,191	\$107,934,800	\$108,108,703	\$107,170,000	\$97,375,600	\$33,411,765	\$80,104,770	\$113,516,535		
<b>10% Overprogramming or +\$11M for Roadways: Increases midpoint to \$118M</b>							<b>\$120,286,000</b>	<b>\$125,281,191</b>	<b>\$118,434,800</b>	<b>\$117,644,788</b>	<b>\$118,551,988</b>	<b>\$107,647,591</b>					

Highlighted ID numbers = Equity Bonus Projects

\*The 2nd highest Spot Mobility and Safety project was also submitted as an exact duplicate project in the Highway Safety Improvement Program (HSIP) solicitation, but the project sponsor prefers the Regional Solicitation funding.

\*\*The 3rd highest ranked Strategic Capacity project was awarded a federal Instructure for Rebuilding America (INFRA) grant after the Regional Solicitation application period closed that will partially fund a much larger project on TH 10.

**DRAFT FUNDING SCENARIO**  
**TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS**

Funding Range - 25-35% (\$48M - \$67M)  
 Midpoint - 30% (\$58M)

Transit Expansion							Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects							Less Road Expansion
1*	14365	Washington Co	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure in Woodbury	Skip due to	BRT maximum	being met	with Gold	Line	ID#14392	\$7,000,000	\$8,170,946	\$15,170,946	\$7,000,000	852
2	14176	Metro Transit	Hennepin	Minneapolis, St. Louis Park, Hopkins			Route 17 Service Improvement in Minneapolis, St. Louis Park, and Hopkins							\$2,511,123	\$627,781	\$3,138,904	\$9,511,123	607
3	14173	Metro Transit	Hennepin, Ramsey	Bloomington, St. Paul		✓	Route 54 Service Improvement in St. Paul and Bloomington		\$4,273,193					\$1,762,070	\$440,518	\$2,202,588	\$11,273,193	589
4	14298	Metro Transit	Hennepin	Minneapolis, Golden Valley, Plymouth		✓	New Route 757 Limited Stop in Minneapolis, Golden Valley, and Plymouth	\$8,942,679	Overprogram		\$8,942,679	\$8,942,679	\$8,942,679	\$4,669,486	\$1,167,372	\$5,836,858	\$15,942,679	566
5	14024	SouthWest Transit	Hennepin	Eden Prairie, Maple Grove, Plymouth, Minnetonka		✓	I-494 North SW Prime Service in Eden Prairie, Minnetonka, Plymouth, and Maple Grove	Overprogram		\$14,542,679	Overprogram	Overprogram	Overprogram	\$5,600,000	\$1,400,000	\$7,000,000	\$21,542,679	555
6	14340	MVTA	Hennepin, Dakota	Minneapolis, Mendota Heights, Eagan		✓	Route 436 Expansion - Viking Lakes in Eagan, Mendota Heights, and Minneapolis			Overprogram				\$2,600,000	\$650,000	\$3,250,000	\$24,142,679	495
7	14146	Metro Transit	Washington, Hennepin	Stillwater		✓	New Route 274 Express in Stillwater and Minneapolis							\$1,321,553	\$330,388	\$1,651,941	\$25,464,232	453
8	14296	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 23 Service Improvement in Minneapolis and St. Paul							\$3,018,668	\$754,667	\$3,773,336	\$28,482,901	337
9	14178	Metro Transit	Ramsey, Washington	7 Cities		✓	Route 219 Service Improvement in Maplewood, White Bear Lake, Mahtomedi, North St. Paul, Oakdale, Landfall, and St. Paul							\$1,750,320	\$437,580	\$2,187,900	\$30,233,221	328
10	14330	SouthWest Transit	Hennepin, Carver	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	SouthWest Transit Golden Triangle Mobility Hub in Eden Prairie, Chaska, Chanhassen, Carver, Victoria							\$4,055,200	\$1,013,800	\$5,069,000	\$34,288,421	295
														\$34,288,421	\$14,993,052	\$49,281,473		

Transit Modernization							Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects							Less Road Expansion
1*	14392	Metro Transit	Ramsey	St. Paul	✓		Gold Line Ramsey Washington Saint Paul Downtown Modernization							\$7,000,000	\$3,500,000	\$10,500,000	\$7,000,000	721
2	14357	Metro Transit	Regional	Regional			Bus Farebox Upgrade for All Regional Transit Providers			\$14,000,000				\$7,000,000	\$1,750,000	\$8,750,000	\$14,000,000	637
3	14078	Dakota Co	Dakota	Apple Valley	✓	✓	140th Red Line Pedestrian Bicycle Overpass in Apple Valley	Skip due to	BRT maximum	being met	with Gold	Line	ID#14392	\$2,400,000	\$600,000	\$3,000,000	\$16,400,000	610
4	14171	MVTA	Dakota	7 Cities		✓	Burnsville Bus Garage (BBG) Modernization							\$2,800,000	\$700,000	\$3,500,000	\$19,200,000	604
5	14084	Apple Valley	Dakota	Apple Valley	✓	✓	Apple Valley Red Line BRT 147th Street Station Skyway	Skip due to	BRT maximum	being met	with Gold	Line	ID#14392	\$3,810,400	\$952,600	\$4,763,000	\$23,010,400	602
6	14191	SouthWest Transit	Carver	Chaska		✓	Signal Prioritization at East Creek Park and Ride in Chaska	\$17,243,520	\$17,243,520		\$17,243,520	\$17,243,520	\$17,243,520	\$443,520	\$110,800	\$554,320	\$23,453,920	582
7	14076	SouthWest Transit	Carver	Chanhassen		✓	Solar Array at SouthWest Village in Chanhassen							\$4,840,000	\$1,210,000	\$6,050,000	\$28,293,920	436
8	14190	MVTA	Dakota, Hennepin, Scott	7 Cities		✓	Burnsville Transit Station (BTS) Modernization-Elevator Installation							\$656,000	\$164,000	\$820,000	\$28,949,920	411
9	14295	MVTA	Dakota, Hennepin, Ramsey	7 Cities		✓	Eagan Transit Station (ETS) Modernization-Elevator Installation							\$440,000	\$110,000	\$550,000	\$29,389,920	247
														\$29,389,920	\$9,097,400	\$38,487,320		

Arterial Bus Rapid Transit Program							Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects							Less Road Expansion
		Metro Transit					Arterial Bus Rapid Transit Program	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000					

TMO/TDM							Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects							Less Road Expansion
	-	-					TMO Set-aside for 2025-2026*	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$1,450,000	\$7,250,000	\$5,800,000	-
	-	-					TDM Set-aside for 2025-2026*	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-

1	14041	MOVE Minnesota	Hennepin, Ramsey	Minneapolis, St. Paul			Changing the School Commute: Shifting Youth to Transit Use							\$452,700	\$113,175	\$565,875	\$452,700	892	
2	14372	Bicycle Alliance of Minnesota	Hennepin, Ramsey, Dakota	13 Cities			Expanding Adult Learn to Ride Bicycle classes and related programming from St. Paul and Minneapolis to inner suburbs							\$350,488	\$147,600	\$498,088	\$803,188	733	
3	13996	Cycling Without Age Twin Cities	Hennepin, Ramsey	Minneapolis, St. Paul			CWA TC Short Trip Program							\$236,856	\$59,214	\$296,070	\$1,040,044	598	
4	14400	Move Minneapolis	Hennepin	Minneapolis			Comprehensive Mode Share Measurement	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$275,000	\$69,094	\$344,094	\$1,315,044	444	
Total (does not include TDM projects)								\$58,186,199	\$53,516,713	\$60,542,679	\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$1,315,044	\$389,083	\$1,704,127	\$3,610,976	
<b>10% Overprogramming or +\$6M for Transit: Increases Midpoint to \$63M</b>								<b>\$63,786,199</b>	<b>\$58,186,199</b>	<b>\$63,142,679</b>	<b>\$63,786,199</b>	<b>\$63,786,199</b>	<b>\$63,786,199</b>	<b>\$63,786,199</b>					

\* Gold Line BRT projects are top scores in both transit categories. Gold Line project partners indicated preference for Transit Modernization project if only one can be funded.

**DRAFT FUNDING SCENARIO**  
**BICYCLE AND PEDESTRIAN FACILITIES**  
**Multiuse Trails and Bicycle Facilities**

Funding Range - 9%-20% (\$17M - \$39M)  
 Midpoint-14.5% (\$28M)

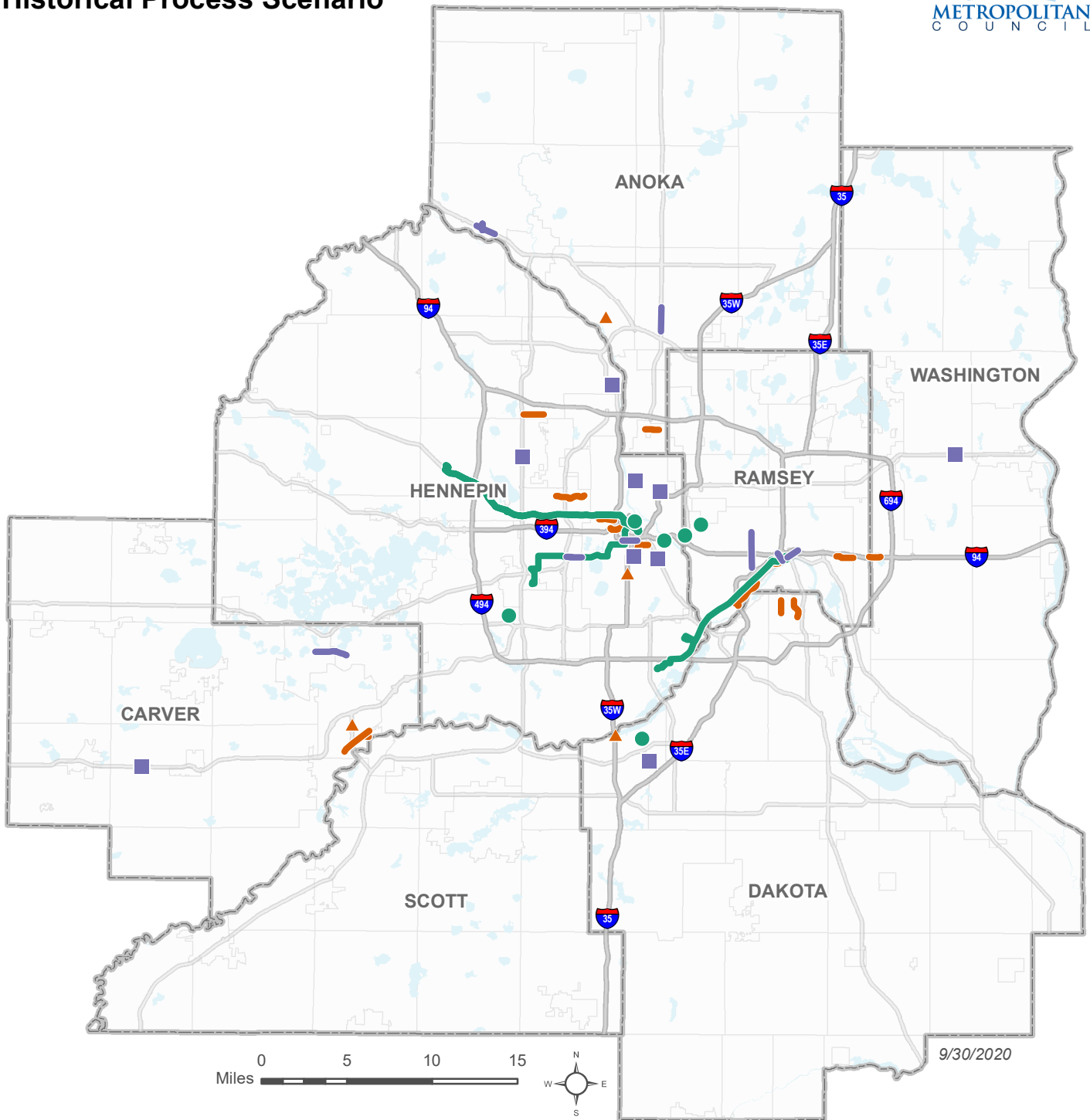
Rank	ID	Applicant	County	City	Project Name	Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
						Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion						
1	14160	Minneapolis	Hennepin	Minneapolis	Hennepin/Dunwoody Protected Bikeway & Multiuse Trail							\$3,760,000	\$940,000	\$4,700,000	\$3,760,000	943
2	14112	St Paul	Ramsey	St. Paul	Samuel Morgan Regional Trail Segments 1 & 4 Reconstruction							\$4,956,800	\$1,239,200	\$6,196,000	\$8,716,800	883
3	14335	St Paul	Ramsey	St. Paul	Kellogg Blvd Capital City Bikeway - St. Peter to 7th St							\$5,500,000	\$1,444,759	\$6,944,759	\$14,216,800	870
4	14115	Burnsville	Dakota	Burnsville	I-35W Frontage Trail /I-35W Minnesota River Crossing							\$388,000	\$97,000	\$485,000	\$14,604,800	804
5	13983	Three Rivers PD	Hennepin	Golden Valley	Bassett Creek Reg Trail Gap / Duluth St							\$2,561,876	\$640,469	\$3,202,345	\$17,166,676	786
6-T	14302	Brooklyn Park	Hennepin	Brooklyn Park	63rd Avenue Multiuse Trail							\$744,000	\$186,000	\$930,000	\$17,910,676	783
6-T	14350	Washington Co	Washington	Oakdale	Century-Greenway Trail							\$825,865	\$206,466	\$1,032,331	\$18,736,541	783
8	14131	West St Paul	Dakota	West St Paul	CSAH 73 Oakdale Multiuse Trail				\$20,522,141			\$1,785,600	\$446,400	\$2,232,000	\$20,522,141	779
9	14026	Coon Rapids	Anoka	Coon Rapids	Coon Creek Reg Trail and Bridge over Coon Rapids Blvd				Overprogram			\$2,400,000	\$2,350,000	\$4,750,000	\$22,922,141	775
10	14287	Chaska	Carver	Chaska	Circle the Brick Trail Connection	\$24,167,773	\$24,167,773			\$24,167,773		\$1,245,632	\$315,408	\$1,561,040	\$24,167,773	750
11	14062	Minnetonka	Hennepin	Minnetonka	Hopkins Crossroad Multi-Use Trail			\$26,532,473				\$2,364,700	\$591,100	\$2,955,800	\$26,532,473	731
12	14113	St Paul	Ramsey	St Paul	Point Douglas Regional Trail Phase 1 Construction						\$31,573,403	\$5,040,930	\$1,260,233	\$6,301,163	\$31,573,403	726
13	14092	Ramsey Co	Ramsey	White Bear Lake, Vadnais Hts, White Bear Twp	Bruce Vento Regional Trail Extension							\$4,688,000	\$1,172,000	\$5,860,000	\$36,261,403	725
14-T	14097	Burnsville	Dakota	Burnsville	Multiuse Trail Along Nicollet Avenue Between Trunk Highway 13 and CSAH 32 (Cliff Road)							\$760,000	\$190,000	\$950,000	\$37,021,403	723
14-T	14367	Woodbury	Washington	Woodbury	Woodbury Gold Line Station Trail & Pedestrian Connections							\$1,113,500	\$278,375	\$1,391,875	\$38,134,903	723
16	14322	Anoka (City)	Anoka	Anoka	City of Anoka T.H. 169/Ferry Street Underpass							\$1,440,000	\$360,000	\$1,800,000	\$39,574,903	711
17	14341	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights Babcock Trail							\$383,040	\$95,760	\$478,800	\$39,957,943	710
18	14389	Washington Co	Washington	Woodbury	Valley Creek Road Multiuse Trail Project							\$508,000	\$127,000	\$635,000	\$40,465,943	701
19	13971	Dakota Co	Dakota	Eagan	MN River Regional Greenway - Ft Snelling State Park UP Rail Overpass							\$3,777,940	\$944,485	\$4,722,425	\$44,243,883	694
20	14057	Fridley	Anoka	Fridley	53rd Avenue Trail and Sidewalk							\$1,843,313	\$460,829	\$2,304,142	\$46,087,196	684
21	14073	Dakota Co	Dakota	Mendota Heights	TH 149 Trail and Underpass							\$2,104,100	\$526,025	\$2,630,125	\$48,191,296	669
22	14175	Anoka Co	Anoka	Fridley	MRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements							\$1,832,000	\$458,000	\$2,290,000	\$50,023,296	666
23	14342	Farmington	Dakota	Farmington	North Creek Greenway Regional Trail - Downtown Farmington to 195th Street							\$1,411,200	\$352,800	\$1,764,000	\$51,434,496	664
24-T	14034	Bloomington	Hennepin	Bloomington	Normandale Boulevard Multiuse Trail							\$4,000,000	\$1,476,128	\$5,476,128	\$55,434,496	661
24-T	14290	Arden Hills	Ramsey	Arden Hills	Mounds View High School Trail							\$974,936	\$243,734	\$1,218,670	\$56,409,432	661
26	14072	Dakota Co	Dakota	Rosemount	Rosemount CSAH 42 Multiuse Trail and Underpass							\$2,480,000	\$620,000	\$3,100,000	\$58,889,432	651
27	14070	Scott Co	Scott	Carver, Louisville Twp	Merriam Junction Trail							\$5,500,000	\$4,900,000	\$10,400,000	\$64,389,432	626
28	14104	Lino Lakes	Anoka	Lino Lakes	Main Street (CSAH 14)/Central Anoka County Regional Trail							\$976,000	\$244,000	\$1,220,000	\$65,365,432	622
29	13972	Shakopee	Scott	Shakopee	TH 169 Bridge/Quarry Lake Trail							\$3,139,200	\$784,800	\$3,924,000	\$68,504,632	618
30	14404	Washington Co	Washington	Forest Lake	CSAH 32 Multiuse Trail							\$928,000	\$232,000	\$1,160,000	\$69,432,632	613
31	14063	Carver Co	Carver, Hennepin	Chanhassen, Eden Prairie	MN River Bluffs Regional Trail							\$1,594,720	\$398,680	\$1,993,400	\$71,027,352	608
32	14349	Minneapolis	Hennepin	Minneapolis	22nd Avenue Pedestrian and Bicycle Bridge Replacement							\$3,145,000	\$786,250	\$3,931,250	\$74,172,352	607
33	14161	Cottage Grove	Washington	Cottage Grove	70th Street (CSAH 22) Pedestrian Underpass							\$1,389,690	\$347,425	\$1,737,115	\$75,562,042	586
34	14085	Apple Valley	Dakota	Apple Valley	Apple Valley CSAH 38 Trail							\$4,000,000	\$1,000,000	\$5,000,000	\$79,562,042	580
35	14297	Arden Hills	Ramsey	Arden Hills	Old Snelling Trail Extension							\$1,692,160	\$423,040	\$2,115,200	\$81,254,202	566
36	14162	Cottage Grove	Washington	Cottage Grove	Keats Avenue (CSAH 19) Underpass at Ravine Regional Park							\$1,793,936	\$448,485	\$2,242,421	\$83,048,138	508
37	14336	Rogers	Hennepin	Rogers	Rogers High School and Middle School Pedestrian Tunnel							\$1,083,331	\$270,833	\$1,354,164	\$84,131,469	492
											\$84,131,469	\$26,857,684	\$110,989,153			

Rank	ID	Applicant	County	City	Project Name	Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
						Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion						
1	14095	Minneapolis	Hennepin	Minneapolis	Phillips Neighborhood Pedestrian Safety Improvements							\$1,000,000	\$608,000	\$1,608,000	\$1,000,000	947
2	13987	Hennepin Co	Hennepin	Minneapolis	Accessibility improvements to complement BRT/LRT projects			\$2,000,000				\$1,000,000	\$265,000	\$1,265,000	\$2,000,000	642
3	14355	St. Paul	Ramsey	St. Paul	Burns Avenue Sidewalk Infill - White Bear Avenue to McKnight Road	\$3,000,000	\$3,000,000			\$3,000,000		\$1,000,000	\$250,000	\$1,250,000	\$3,000,000	603
4	14288	Chaska	Carver	Chaska	Highway 41 Pedestrian Improvements in Historic Downtown Chaska	Overprogram	Overprogram			Overprogram		\$1,000,000	\$754,000	\$1,754,000	\$4,000,000	587
5	14356	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights ADA Ped Ramp Improvements							\$250,240	\$62,560	\$312,800	\$4,250,240	557
6	14129	Ramsey Co	Ramsey	St. Paul	Maple Street/I-94 Pedestrian Bridge Replacement						\$5,250,240	\$1,000,000	\$3,858,000	\$4,858,000	\$5,250,240	512
7	14091	Oakdale	Washington	Oakdale	Multiuse Sidewalk on the west side of Greenway Avenue North from Hudson Boulevard to 7th Street N							\$400,000	\$100,000	\$500,000	\$5,650,240	503
8	14363	Washington Co	Washington	Grant Twp	CSAH 12 Pedestrian Facility				\$5,907,040			\$256,800	\$64,200	\$321,000	\$5,907,040	468
											\$5,907,040	\$5,961,760	\$11,868,800			

Safe Routes to School					Midpoint of Modal Funding Ranges						Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
Rank	ID	Applicant	County	City	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion						
1	14393	Columbia Heights	Anoka	Columbia Heights	49th Avenue Area SRTS Improvements							\$484,400	\$121,100	\$605,500	\$484,400	902
2	14133	West St. Paul	Dakota	West St. Paul	Bidwell Street Sidewalk Improvements			\$1,124,400				\$640,000	\$160,000	\$800,000	\$1,124,400	869
3	14362	Chaska	Carver	Chaska	MN 41 Safe Routes to School Pedestrian Underpass Project			Overprogram				\$933,360	\$233,340	\$1,166,700	\$2,057,760	757
4	14045	Minneapolis	Hennepin	Minneapolis	Green Central Safe Routes to School Improvements	\$3,057,760	\$3,057,760	Overprogram		\$3,057,760	\$3,057,760	\$1,000,000	\$991,000	\$1,991,000	\$3,057,760	745
5	14358	St. Paul	Ramsey	St. Paul	Crossroads Elementary SRTS						Overprogram	\$720,000	\$180,000	\$900,000	\$3,777,760	657
6	13973	Mahtomedi	Washington	Mahtomedi	Warner Road and 72nd Street North SRTS Improvements				\$4,113,343		Overprogram	\$335,583	\$83,896	\$419,479	\$4,113,343	656
						\$30,225,533	\$30,225,533	\$29,656,873	\$30,542,524	\$30,225,533	\$39,881,403	\$4,113,343	\$1,769,336	\$5,882,679		
10% Overprogramming or +\$3M for Bike/Pedestrian: Increases midpoint to \$31M						\$ 31,225,533	\$ 31,225,533	\$ 31,590,233	\$ 32,942,524	\$ 31,225,533	\$ 41,593,786					

Highlighted ID numbers = Equity Bonus Points

**Figure 1. Locations of 2020 Regional Solicitation Projects  
Historical Process Scenario**



**Projects**

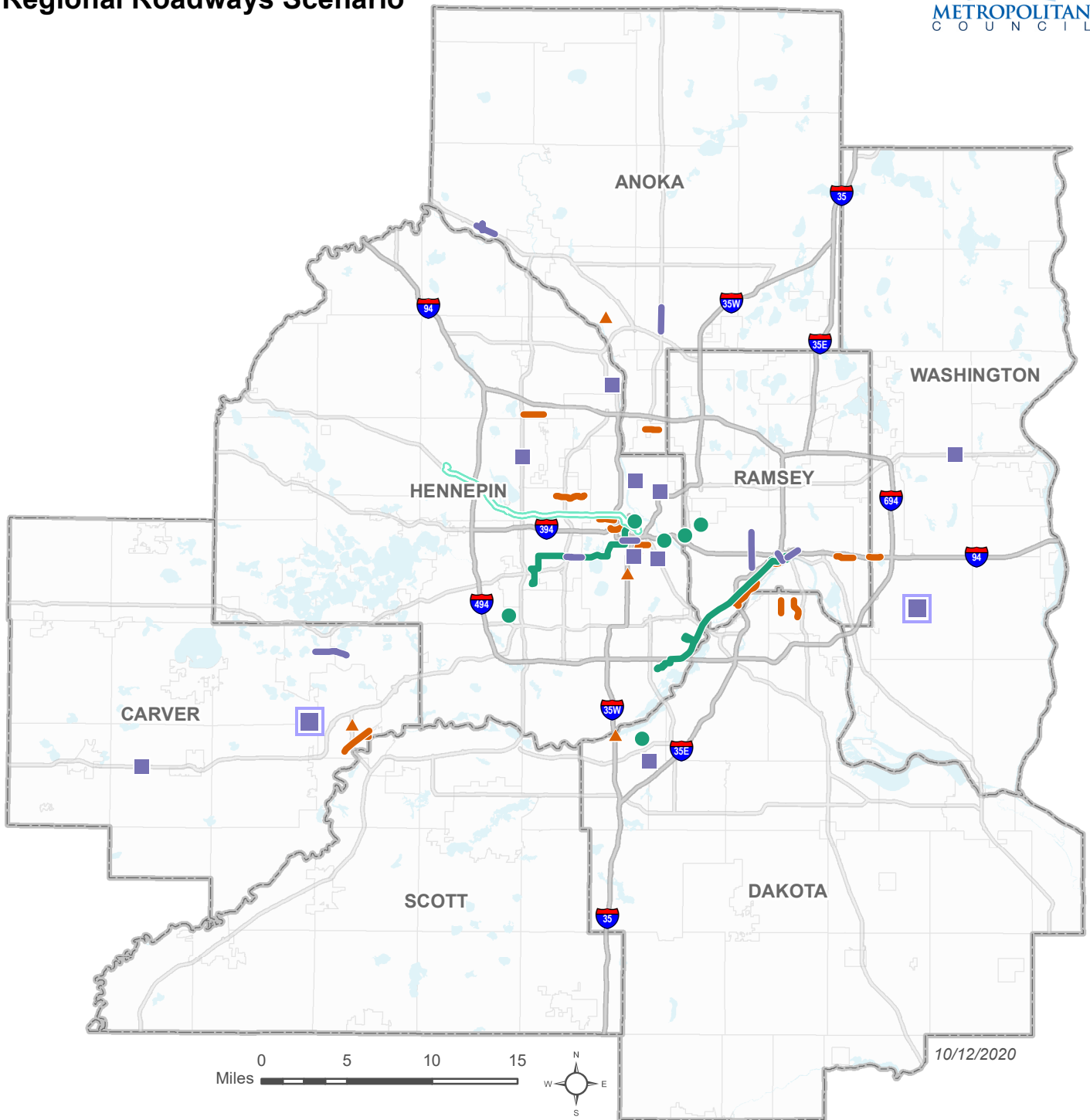
- Roadway
- Transit
- ▲ Bicycle/Pedestrian

**Background**

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

**46 Total Projects**

**Figure 2. Locations of 2020 Regional Solicitation Projects  
Regional Roadways Scenario**



**Projects**

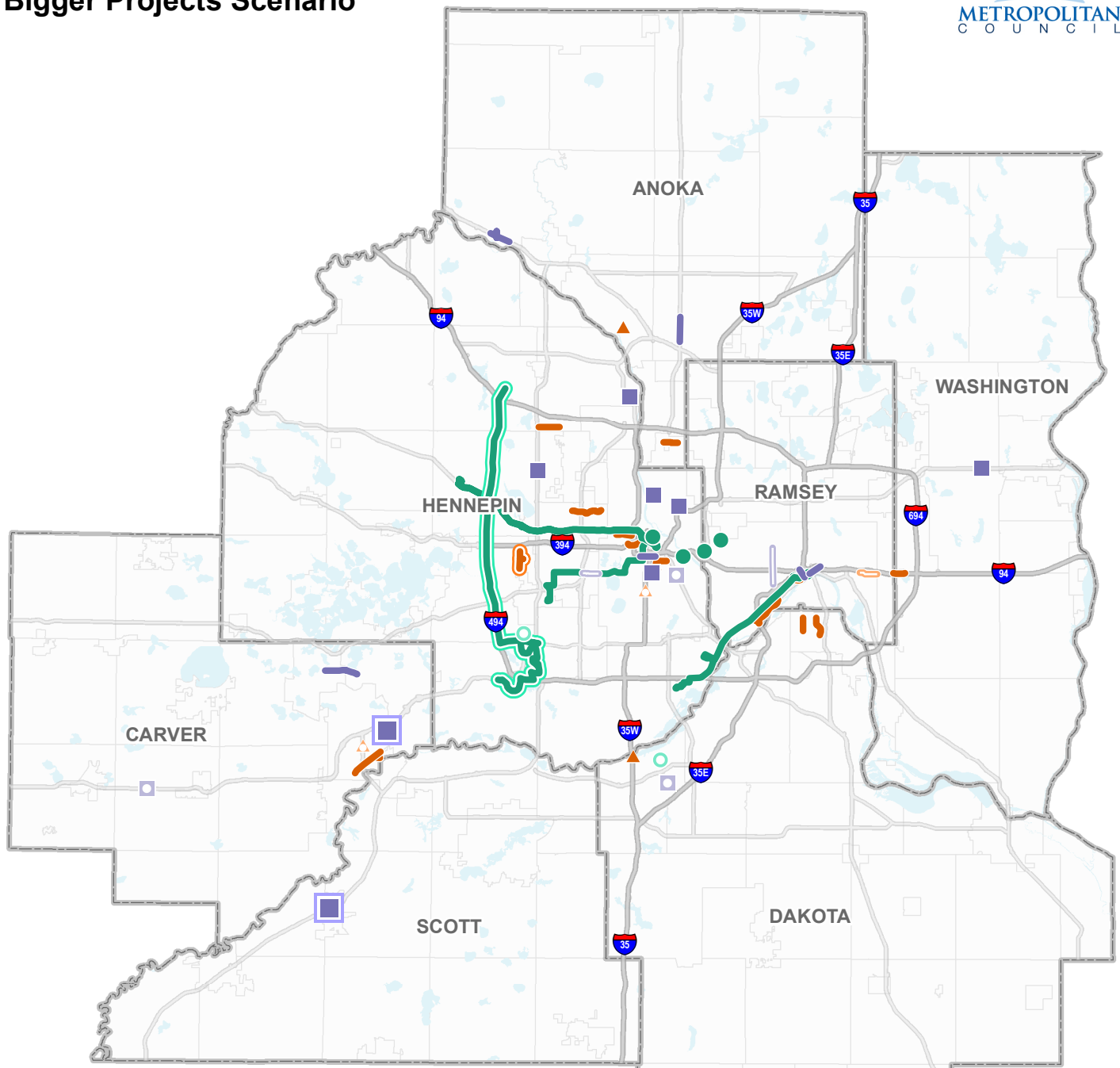
- Roadway
- Roadway Additions
- Transit
- Transit Subtractions
- Bicycle/Pedestrian

**Background**

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

**47 Total Projects**

**Figure 3. Locations of 2020 Regional Solicitation Projects  
Bigger Projects Scenario**



10/1/2020

**Projects**

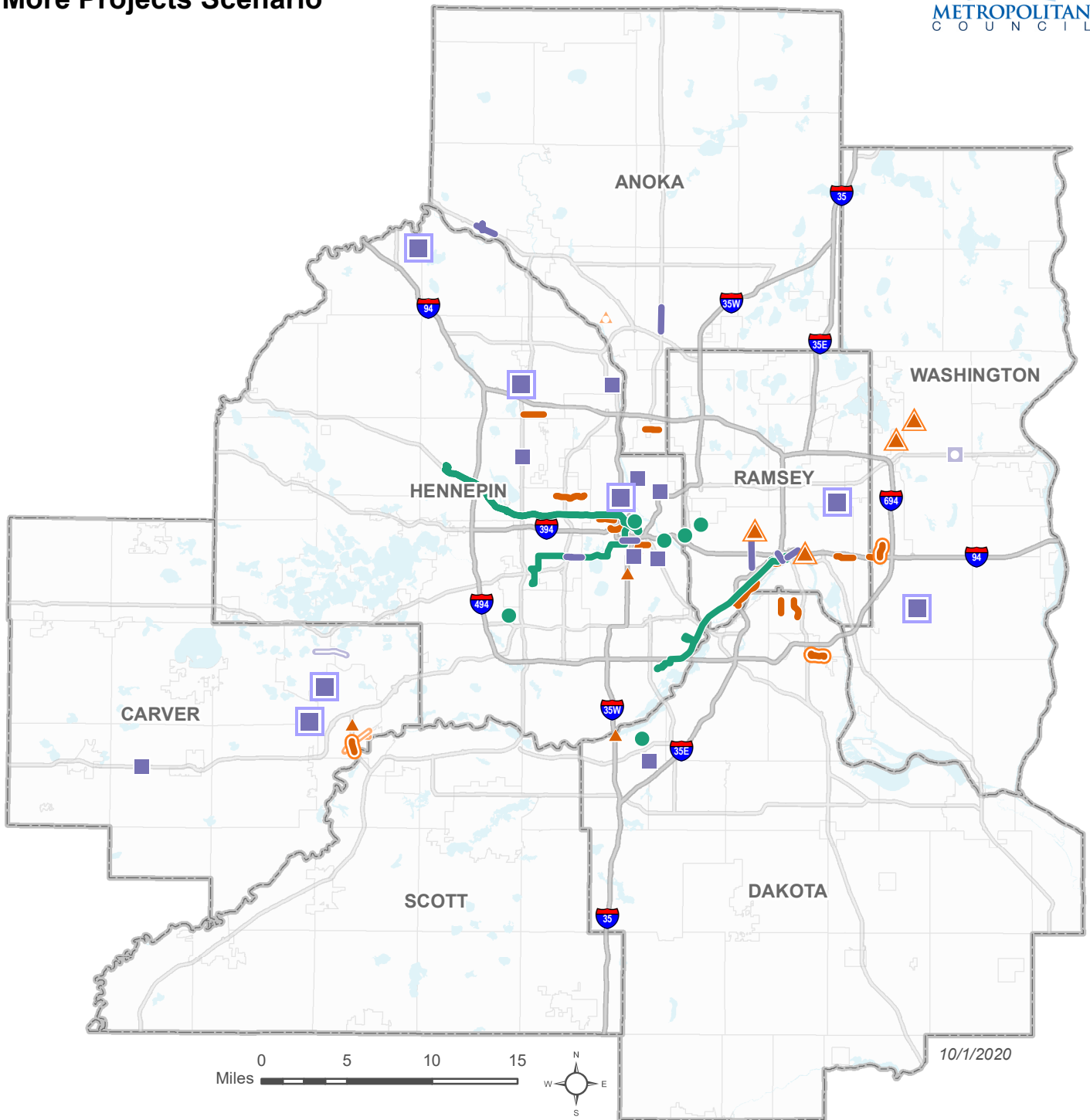
- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Transit Additions
- Transit Subtractions
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions
- Bicycle/Pedestrian Subtractions

**Background**

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

**40 Total Projects**

**Figure 4. Locations of 2020 Regional Solicitation Projects  
More Projects Scenario**



**Projects**

- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions
- Bicycle/Pedestrian Subtractions

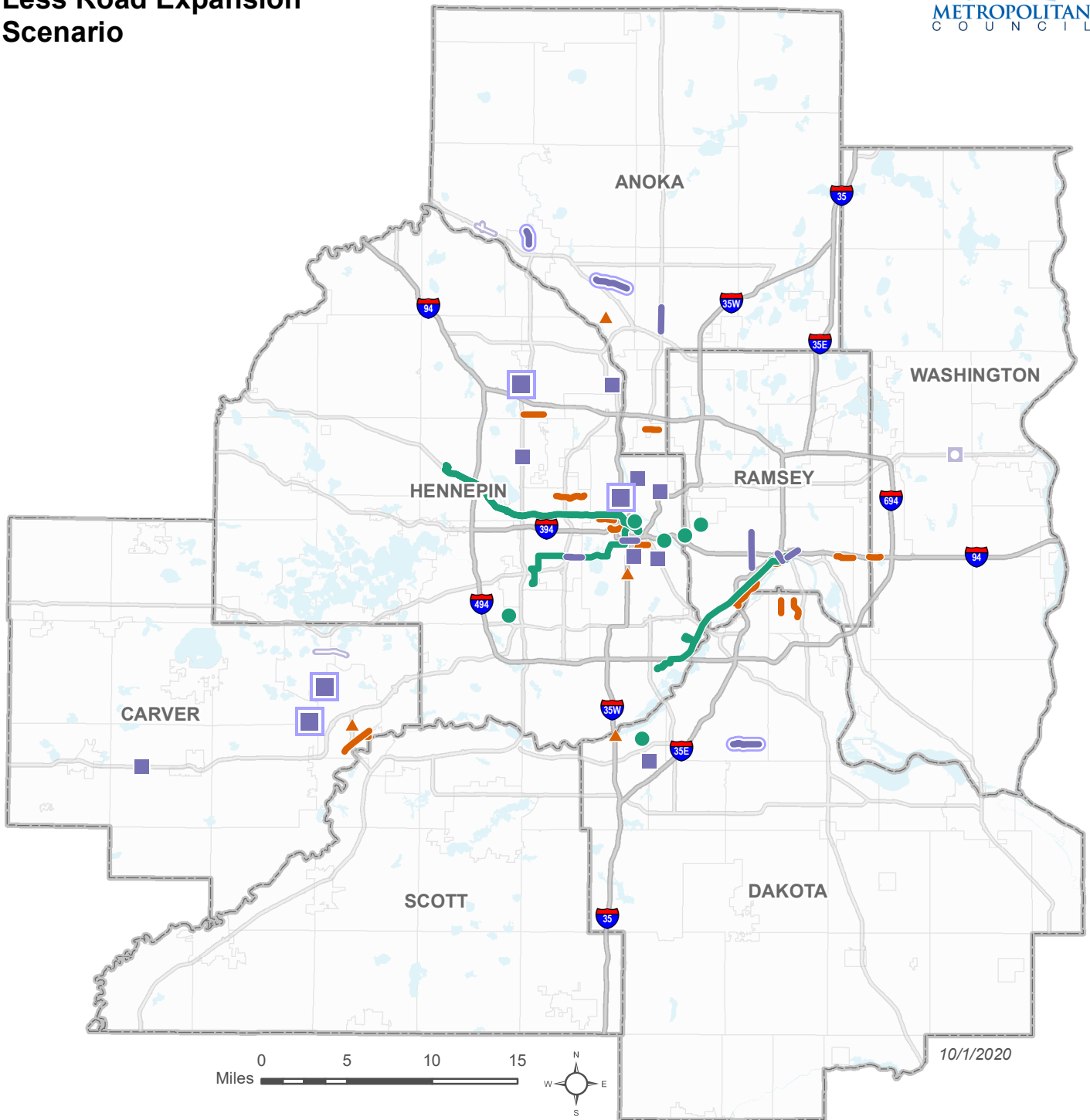
**Background**

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

**56 Total Projects**



**Figure 5. Locations of 2020 Regional Solicitation Projects  
Less Road Expansion  
Scenario**



**Projects**

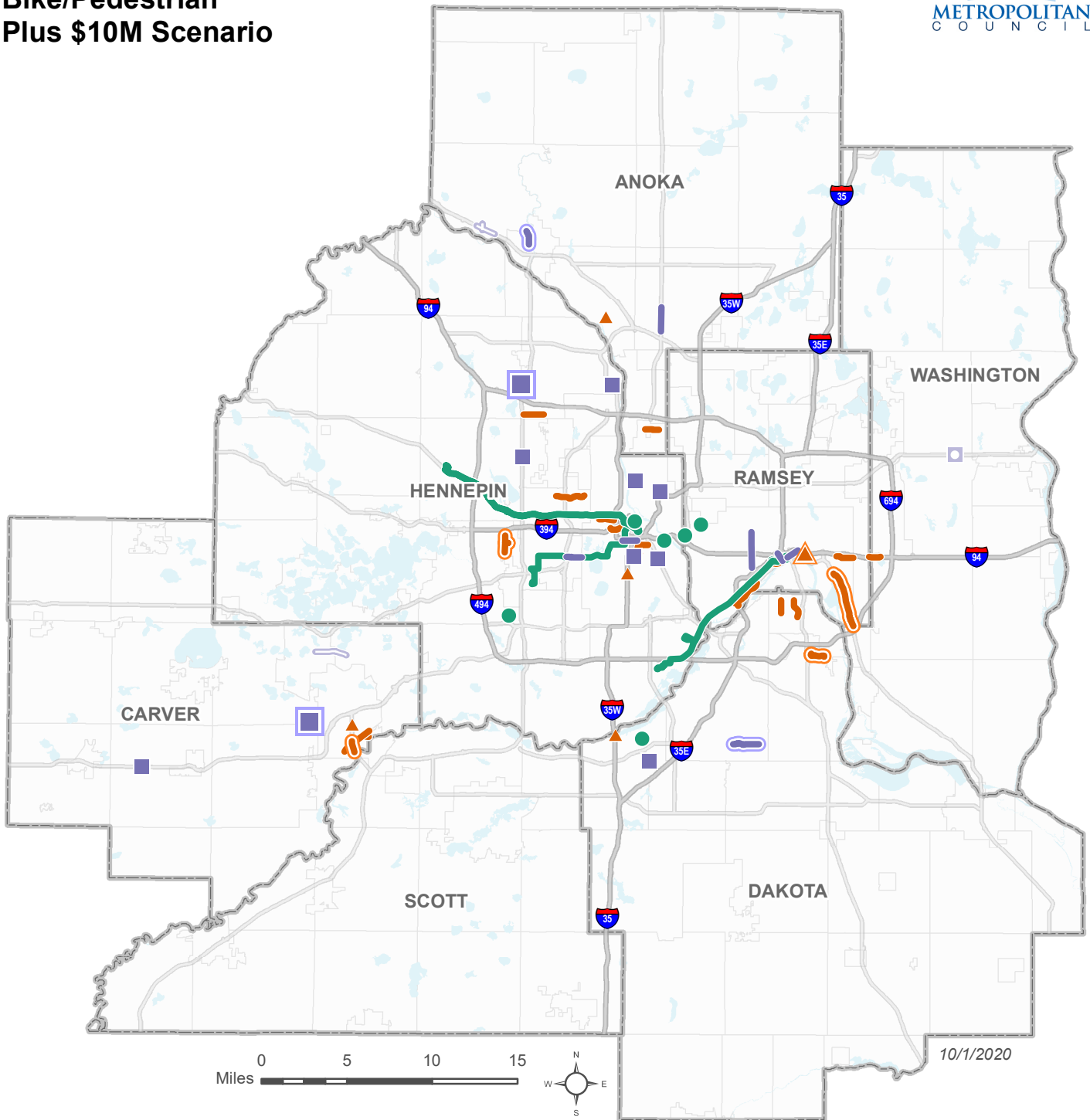
- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian

**Background**

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

**50 Total Projects**

**Figure 6. Locations of 2020 Regional Solicitation Projects  
Bike/Pedestrian  
Plus \$10M Scenario**



**Projects**

- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions

**Background**

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

**52 Total Projects**