

Information Item

Transportation Advisory Board



Committee Meeting Date: October 19, 2022

Date: October 13, 2022

Regional Solicitation Funding Options

To: Transportation Advisory Board

From: Metropolitan Transportation Staff

Polling Questions for Policy Direction

As part of the October TAB meeting, Council staff seeks policy direction on a few key questions. This policy direction will help provide TAC Funding & Programming with a more defined set of funding options on October 20th. This technical group, and then TAC on November 2, will forward a pros/cons list, as well as other technical feedback to TAB at its November meeting to help in decision-making. These polling questions are described in the slide presentation that is attached to this agenda item.

Also, attached to the packet is a memo describing the Unique Projects Scoring Committee recommendations and discussions.

Reference notes for scenario tables

Below is an explanation on how to understand the funding options developed, including what the color shading implies throughout the tables.

Color Shading:

- Blue: Midpoint scenario
- Orange: Bike/Ped-Heavy scenario
- Purple (Bridges, page 3): Bridge category (all Bridge projects funded in each scenario)
- Gray (Travel Demand Management, page 4): TDM projects funded to the standard amount
- Green (Carbon Reduction in the bike/ped categories, pages 4 and 5): 2023-2024 Carbon Reduction Funding spending on top of the scenarios; two options for each scenario.

Bold black underlines on tables indicate the likely approximate scenario outcome prior to receipt of additional IIJA funds (i.e., funded projects below the bold lines are beyond what would have been funded prior to the increase). It is also assumed that no projects will have their request partially funded. This is subject to change pending TAB final direction.

The right column on each of the tables shows the percentage of points applications received relative to the top scoring project in that category.

Tables on pages 11 and 12 show funding distribution by county for the various scenarios.

2022 Unique Projects Scoring – Committee Memo to TAB 10/12/2022

The Unique Projects Scoring Committee met on October 10 to discuss funding of the project applications. Below is a summary of the scores arrived at by the committee, federal funding requests, the committee’s recommendation to TAB, and future considerations.

Scoring Summary

A summary of the average scores across all scorers is provided in Table 1. The following point scale was used to evaluate projects: Excellent (5 pts), Very Good (4 pts), Good (3 pts), Fair (2 pts), Poor (1 pt).

The following three projects were scored:

- [EV Spot Network Strategic Expansion](#) submitted by City of Saint Paul
- [‘True Impacts of Transportation’ Public Education Campaign](#) submitted by Move Minnesota
- [Mobility Hubs](#) submitted by Metro Transit

Table 1 – Summary of the Average Unique Projects Scores by Project and Criteria

Criteria	Weight	17635	17547	17596
		EV Spot Network	Education	Mobility Hubs
1. Innovation	28%	2.6	1.6	3.0
2. Environmental Impacts	21%	3.5	1.7	2.9
3. Racial Equity	18%	3.1	1.8	2.7
4. Multimodal Communities	13%	3.0	1.3	3.6
5. Regional Impact/Scalability	11%	3.5	1.9	3.4
6. Partnerships	9%	2.8	1.7	3.0
TOTAL	100%	3.0 (Good)	2.1 (Fair)	3.1 (Good)

Scoring Notes:

- Nine scorers reviewed the projects.
- One scorer ranked projects in order of their preference and scores of 3.8, 2.2, and 3.0 were interpreted from this ranking.¹ Two other scorers provided overall scores without distinguishing scores of the individual measures. Those scores are not factored into the individual criteria scores, meaning only six scorers contributed to those.

Federal Funding Requests

The Unique Projects funding availability was established during the 2020 Regional Solicitation.

	Federal
TOTAL AVAILABLE	\$4,500,000
17635—EV Spot Network	\$1,440,000
17547—Education	\$768,100
17596—Mobility Hubs	\$1,600,000
Travel Behavior Inventory	\$733,000
TOTAL Federal Requested	\$4,541,100

¹ It was assumed that the second ranked project would receive a score of 3.0. Standard deviations from the other scorers were used to determine the scoring margins for the other scores.

Funding Notes:

- The Travel Behavior Inventory (TBI) was agreed upon for inclusion as a multi-phase project during previous Regional Solicitation approvals.
- The \$41,100 above the available funds is not an obstacle to funding all these projects. Other Solicitation funding is available to cover this difference.
- If TAB decides not to fund all the applications, unused funds can be used on applications applied for in the other Regional Solicitation funding categories or to increase total Unique Projects funding availability for the 2024 Unique Projects category.

Committee Recommendation to TAB

All present committee members discussed their scores during the scoring meeting and no changes were made. Some members supported funding multiple projects and others only wanted to fund the Travel Behavior Inventory (TBI) commitment that TAB previously made. Chair Hovland polled the group on the numbers of projects that they wanted to fund beyond the TBI, using the ranked list of projects based on scores. About half the participants indicated support for the TBI and two projects and the other half indicated support for the TBI and no additional Unique Projects. The group discussed a compromise to recommend funding one project, Mobility Hubs, but did acknowledge that the EV Spot Network project was only 0.1 points lower in its score.

The committee also discussed two options for any unallocated Unique Project funds: rolling the funds forward to the 2024 Regional Solicitation Unique Projects category or increasing the amount available in this Solicitation. If funds are moved to other modal categories in this Solicitation, there are two options of either moving the funds to the Bicycle and Pedestrian modal category only (suggested by the scoring committee) or proportionately distributing the funds amongst all the modal categories.

As a result of the committee's discussion, the following questions are recommended to be brought forward to TAB in October.

1. What Unique Projects should be funded?
 - Option 1A – Fund the TBI and the Mobility Hubs project at \$2,333,000, leaving \$2,167,000 remaining.
 - Option 1B – Fund the TBI, Mobility Hubs and EV Spot Network projects at \$3,773,000, leaving \$727,000 remaining.
 - Options 1C – Fund only the TBI at \$733,000, leaving \$3,767,000 remaining.
2. How should any remaining funds be allocated??
 - Option 2A – Increase the set aside for the 2024 Unique Projects funding allocation by the amount of remaining funds (given the reality that this was the first time soliciting under this new category and there was limited time to develop project ideas).
 - Option 2B – Keep the funding in the 2022 Regional Solicitation and reallocate it among other modal categories.
3. If it is recommended to use the remaining funds in 2022, how should the funds be reallocated? (only if Option 2B is selected)
 - Option 3A – Move any remaining funds to the Bicycle and Pedestrian modal category given the high demand and closer tie to Unique Project goals.
 - Option 3B – Move any remaining funds to Roadway, Transit, and Bicycle and Pedestrian proportional to their midpoint given this is how the funds were originally sourced.

Committee members **avored Option 1A** be brought to TAB as a recommendation, with the understanding that the other options discussed by the committee would be presented for

discussion. Committee members acknowledged that the scoring gap between the Mobility Hubs project and the EV Network project is small but decided that the projects could be split because the former is closer to a pilot project while the latter is an extension of a project that was funded in the previous Regional Solicitation. The committee members discussed options 2A and 2B as well as option 3A, but there was no consensus on making a recommendation to TAB. The committee ultimately felt it was TAB's role to decide what to do with any remaining funds from the Unique Projects category.

Future Considerations

Members would like future Regional Solicitations to better indicate the desire for innovation to be at the forefront of the category, even suggesting that the category name be changed to "Unique and Innovative Projects." There was an acknowledgement that the TAB needs to do a better job defining innovation or promoting the idea to get better project applications.

Roadway Reconstruction/Modernization																
Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Early?	Year	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17444	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Franklin Ave Reconstruction Project	\$3,088,000	\$3,088,000	2025	2026	2025 2026	\$3,088,000	\$772,000	\$3,860,000	\$3,088,000	718	100%
2	17666	RAMSEY COUNTY (Equity Bonus and Safety High Score)	Ramsey	St. Paul	Rice Street Reconstruction	\$7,000,000	\$7,000,000	2025	2026 2027	2025 2026 2027	\$7,000,000	\$29,700,000	\$36,700,000	\$10,088,000	709	99%
3	17445	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Lyndale Ave Reconstruction Project	\$7,000,000	\$7,000,000	-	2026	2026	\$7,000,000	\$6,550,000	\$13,550,000	\$17,088,000	695	97%
4	17725	MINNEAPOLIS (Equity Bonus)	Hennepin	Minneapolis	7th Street North Reconstruction	\$7,000,000	\$7,000,000	-	2027	2027	\$7,000,000	\$1,821,250	\$8,821,250	\$24,088,000	646	90%
5	17446	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Cedar Ave Reconstruction Project	\$5,536,000	\$5,536,000	-	2026	2026	\$5,536,000	\$1,384,000	\$6,920,000	\$29,624,000	593	83%
6	17728	WASHINGTON COUNTY	Washington	White Bear Lake, Mahtomedi	Century Avenue Reconstruction	\$7,000,000	\$7,000,000	-	2027	2027	\$7,000,000	\$1,972,429	\$8,972,429	\$36,624,000	588	82%
7	17492	DAKOTA COUNTY	Dakota	Eagan	Lone Oak Rd Reconstruction	\$4,740,000	\$4,740,000	2024 2025	2026	2024 2025 2026	\$4,740,000	\$1,200,000	\$5,940,000	\$41,364,000	588	82%
8	17580	ROGERS	Hennepin	Rogers	TH 101/-94 Interchange Upgrade	\$6,780,000	\$6,780,000	2024 2025	2026 2027	2024 2025 2026 2027	\$6,780,000	\$1,695,000	\$8,475,000	\$48,144,000	574	80%
9	17576	MAPLE GROVE (Resubmittal)	Hennepin	Maple Grove	TH 169/CR 130 Interchange Reconstruction	\$7,000,000	\$7,000,000	-	2027	2027	\$7,000,000	\$7,635,000	\$14,635,000	\$71,694,800	547	76%
10	17480	EDINA	Hennepin	Edina	TH 100/Vernon Ave Interchange Recon.	\$4,213,200	\$4,213,200	2024 2025	2026 2027	2024 2025 2026 2027	\$4,213,200	\$1,053,300	\$5,266,500	\$52,357,200	542	75%
11	17586	ST LOUIS PARK	Hennepin	St. Louis Park	Cedar Lake Rd Improvements	\$7,000,000	\$7,000,000	2025	2026 2027	2025 2026 2027	\$7,000,000	\$4,985,000	\$11,985,000	\$59,357,200	541	75%
12	17622	ST PAUL (Equity Bonus)	Ramsey	St. Paul	Wabasha Street Reconstruction	\$5,337,600	\$5,337,600	-	2027	2027	\$5,337,600	\$1,334,400	\$6,672,000	\$64,694,800	539	75%
13	17665	CITY OF ANOKA (Resubmittal)	Anoka	Anoka	St Francis Blvd Corridor Improvements	\$4,951,600	\$4,951,600	-	2026 2027	- 2026 2027	\$4,951,600	\$1,305,400	\$6,257,000	\$76,646,400	517	72%
14	17677	MINNEAPOLIS (Equity Bonus)	Hennepin	Minneapolis	E 35th and 36th Streets Reconstruction	\$7,000,000	\$7,000,000	-	2027	2027	\$7,000,000	\$20,218,820	\$27,218,820	\$83,646,400	517	72%
15	17623	ST PAUL (Equity Bonus)	Ramsey	St. Paul	Minnehaha Avenue Reconstruction	\$5,224,640	\$5,224,640	-	2027	2027	\$5,224,640	\$1,306,160	\$6,530,800	\$88,871,040	513	71%
16	17710	SHAKOPEE (Resubmittal)	Scott	Shakopee	Marystown Road Corridor	\$3,723,172	\$3,723,172	2024 2025	2026 2027	2024 2025 2026 2027	\$3,723,172	\$930,793	\$4,653,965	\$92,594,212	510	71%
17	17682	WACONIA	Carver	Waconia	TH 5 Phase 2 Reconstruction	\$7,000,000	\$7,000,000	-	2026	2026	\$7,000,000	\$4,275,900	\$11,275,900	\$99,594,212	504	70%
18	17598	DAKOTA COUNTY	Dakota	Apple Valley	CSAH 42 Roadway Modernization	\$6,540,000	\$6,540,000	-	2027	2027	\$6,540,000	\$1,639,345	\$8,179,345	\$106,134,212	502	70%
19	17718	WASHINGTON COUNTY	Washington	Cottage Grove	CR 19A/100th St Realignment	\$7,000,000	\$7,000,000	2025	2027	2025 2027	\$7,000,000	\$12,125,000	\$19,125,000	\$113,134,212	492	68%
20	17640	CARVER COUNTY	Carver	Chaska	Highway 10 Chaska Corridor Reconstruction Improvement			2024 2025	2026 2027	2024 2025 2026 2027	\$5,448,000	\$1,362,000	\$6,810,000	\$118,582,212	479	67%
21	17618	ST PAUL	Ramsey	St. Paul	Cretin Avenue Reconstruction			-	2027	2027	\$7,000,000	\$2,027,605	\$9,027,605	\$125,582,212	469	65%
22	17590	RICHFIELD (Equity Bonus)	Hennepin	Richfield	W 76th St Modernization			-	2027	2027	\$2,230,000	\$690,000	\$2,920,000	\$127,812,212	467	65%
23	17706	CRYSTAL	Hennepin	Crystal	W. Broadway Ave Modernization			2025	2026 2027	2025 2026 2027	\$3,250,536	\$812,634	\$4,063,170	\$131,062,748	455	63%
24	17508	HENNEPIN COUNTY	Hennepin	Richfield	Penn Ave Reconstruction Project			-	2027	2027	\$7,000,000	\$9,420,000	\$16,420,000	\$138,062,748	438	61%
25	17715	DAKOTA COUNTY	Dakota	Hastings, Nininger, Marshan	CSAH 46 Modernization Project			2024 2025	2026	2024 2025 2026	\$7,000,000	\$3,450,000	\$10,450,000	\$145,062,748	427	59%
26	17504	EDINA	Hennepin	Edina	Vernon Avenue Roadway Modernization			2024 2025	2026 2027	2024 2025 2026 2027	\$2,812,379	\$703,095	\$3,515,474	\$147,875,127	423	59%
27	17514	ANOKA COUNTY	Anoka	Coon Rapids	Northdale Blvd Reconstruction Project			2025	2026	2025 2026	\$6,193,600	\$1,548,400	\$7,742,000	\$154,068,727	408	57%
28	17519	ANOKA COUNTY	Anoka	Oak Grove	Lake George Blvd Reconstruction Project			2025	2026	2025 2026	\$4,790,400	\$1,197,600	\$5,988,000	\$158,859,127	405	56%
29	17624	ST PAUL	Ramsey	St. Paul	Fairview Avenue Reconstruction			-	2027	2027	\$6,500,042	\$1,625,010	\$8,125,052	\$165,359,169	380	53%
30	17521	ANOKA COUNTY	Anoka	Ham Lake	Lexington Ave Reconstruction Project			-	2026	2026	\$7,000,000	\$6,273,600	\$13,273,600	\$172,359,169	352	48%
31	17509	HENNEPIN COUNTY	Hennepin	Champlin, Dayton	Dayton River Rd Rehabilitation Project			-	2026	2026	\$7,000,000	\$5,310,000	\$12,310,000	\$179,359,169	348	48%
						\$92,594,212	\$99,594,212	-	-	-	\$179,359,169	\$136,323,741	\$315,682,910	\$179,359,169	-	-

Bridges																
Rank	ID	Applicant	County	City	Project Name	On-System Bridges	On-System Bridges	Early?	Year	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17496	RAMSEY COUNTY	Ramsey	New Brighton	Old Highway 8 Bridge Replacement	\$1,937,365	\$1,937,365	-	2027	2027	\$1,937,365	\$484,341	\$2,421,706	\$1,937,365	842	100%
2	17451	HENNEPIN COUNTY	Hennepin	Brooklyn Center, Crystal	Bass Lake Rd Bridge Replacement	\$1,040,000	\$1,040,000	2025	2026	2025 2026	\$1,040,000	\$260,000	\$1,300,000	\$2,977,365	745	89%
3	17650	MINNEAPOLIS	Hennepin	Minneapolis	Nicollet Ave Bridge Rehab	\$7,000,000	\$7,000,000	2023 2024 2025	2026 2027	2023 2024 2025 2026 2027	\$7,000,000	\$14,500,000	\$21,500,000	\$9,977,365	616	73%
4	17450	HENNEPIN COUNTY	Hennepin	Eden Prairie	Pioneer Trl Bridge Replacement	\$4,760,000	\$4,760,000	-	2026	2026	\$4,760,000	\$1,190,000	\$5,950,000	\$14,737,365	596	71%
5	17452	HENNEPIN COUNTY	Hennepin	Eden Prairie	Eden Prairie Rd Bridge Replacement	\$5,552,000	\$5,552,000	-	2027	2027	\$5,552,000	\$1,388,000	\$6,940,000	\$20,289,365	457	54%
					On-System Bridge Project Total	\$20,289,365	\$20,289,365	-	-	-	\$20,289,365	\$17,822,341	\$38,111,706	\$20,289,365	-	-

Note: Thick black underlines in each list indicate approximate funding lines before IJA increases.
 Bridge projects shown in purple indicate projects funded out of the on-system bridge program.

Modal Splits Project Total	\$166,779,318	\$154,571,318
Modal Splits Available	\$166,666,680	\$155,945,263
Yet to Program	(\$112,638)	\$1,373,945

DRAFT FUNDING OPTION-SUBJECT TO CHANGE

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Transit Expansion																
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17625	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 3 Service Improvement	\$6,720,011	\$6,720,011	2024 2025 2026	\$6,720,011	\$1,680,003	\$8,400,014	\$6,720,011	925	100%
2	17692	Washington County	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure	\$7,000,000	\$7,000,000	2023 2024 2025 2026	\$7,000,000	\$14,679,457	\$21,679,457	\$13,720,011	622	67%
3	17605	MVTA	Hennepin, Scott	Shakopee, Prior Lake, Brooklyn Center		✓	Shakopee to Brooklyn Center Express	\$4,297,912	\$4,297,912	2024 2025 2026	\$4,297,912	\$1,074,478	\$5,372,391	\$18,017,923	550	60%
4	17606	MVTA	Dakota, Ramsey	Bursville, Eagan, St. Paul		✓	Express to Rice/University	\$2,812,780	\$2,812,780	2025 2026	\$2,812,780	\$703,195	\$3,515,975	\$20,830,703	511	55%
5	17722	Metro Transit (Equity Bonus Project)	Hennepin	Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie		✓	METRO Green Line LRT Extension	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$125,971,399	\$132,971,399	\$27,830,703	442	48%
6	17694	SouthWest Transit	Carver, Hennepin	Victoria, Carver, Chaska, Chanhassen, Eden, Prairie, Minnetonka, Hopkins, Edina, Excelsior, St. Louis Park		✓	SW Prime North Expansion	\$5,600,000	\$5,600,000	2025 2026	\$5,600,000	\$1,400,000	\$7,000,000	\$33,430,703	385	42%
7	17693	SouthWest Transit (Resubmittal)	Carver, Hennepin	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	Golden Triangle Mobility Hubs	\$4,800,000		2025 2026	\$4,800,000	\$1,200,000	\$6,000,000	\$38,230,703	260	28%
								\$38,230,703	\$33,430,703	-	\$38,230,703	\$146,708,532	\$184,939,236	\$38,230,703	-	-

Transit Modernization																
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17655	Minneapolis	Hennepin	Minneapolis			5th Street Transit Center	\$1,989,439	\$1,989,439	2023 2024 2025 2026	\$1,989,439	\$497,360	\$2,486,799	\$1,989,439	818	100%
2	17497	Metro Transit (Equity Bonus)	Hennepin	Minneapolis			Blue Line Lake St Station Renovation	\$7,000,000	\$7,000,000	2025 2026	\$7,000,000	\$1,750,000	\$8,750,000	\$8,989,439	669	82%
3	17615	Metro Transit	Hennepin	Minneapolis			38th Street Station Modernization	\$5,136,000	\$5,136,000	2023 2024 2025 2026 2027	\$5,136,000	\$1,284,000	\$6,420,000	\$14,125,439	641	78%
4	17603	MVTA	Dakota, Scott	Apple Valley, Burnsville, Eagan, Lakeville, Rosemount, Savage, Shakopee		✓	Technology, ADA Enhancements	\$500,000	\$500,000	2023 2024 2025 2026 2027	\$500,000	\$125,000	\$625,000	\$14,625,439	522	64%
5	17701	Apple Valley (Resubmittal)	Dakota	Apple Valley	✓	✓	Red Line BRT 147th St. Station Skyway	Skipped because	BRT max met.	2025 2027	\$4,206,400	\$1,051,600	\$5,258,000	\$18,831,839	462	56%
6	17604	MVTA	Dakota	Apple Valley		✓	Apple Valley Transit Station Modernization (Phase II)	\$4,000,000	\$4,000,000	2023 2024 2025 2026 2027	\$4,000,000	\$1,000,000	\$5,000,000	\$22,831,839	401	49%
								\$18,625,439	\$18,625,439	-	\$22,831,839	\$5,707,960	\$28,539,799	\$22,831,839	-	-

Arterial Bus Rapid Transit Program																
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
		Metro Transit	Ramsey, Dakota		✓		Arterial Bus Rapid Transit Program	\$25,000,000	\$25,000,000		\$25,000,000			\$25,000,000		-
								\$25,000,000	\$25,000,000	-	\$25,000,000	\$0	\$0	-	-	-

TMO/TDM																
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
	-	-					TMO Set-aside for 2026-2027	\$3,000,000	\$3,000,000	Both	\$5,800,000	\$1,450,000	\$7,250,000	\$5,800,000	-	-
	-	-					TDM Set-aside for 2026-2027*	\$1,200,000	\$1,200,000	Both	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-	-
								\$4,200,000	\$4,200,000	-	\$7,000,000	\$1,750,000	\$8,750,000	\$12,800,000	-	-

Travel Demand Management*																
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17707	HOUCAR	Hennepin	Richfield, Bloomington, St. Louis Park, Minneapolis, Little Canada			Multifamily EV Carshare Pilot Project	\$499,244	\$499,244	2024 2025	\$499,244	\$124,811	\$624,055	\$499,244	818	100%
2	17679	Metro Transit	Hennepin, Ramsey	Multiple			Residential Pass Implementation Project	\$500,000	\$500,000	2023 2024	\$500,000	\$125,000	\$625,000	\$999,244	812	99%
3	17724	Bicycle Alliance of Minnesota	Hennepin	Minneapolis, St. Paul			Learn to Ride Expansion	\$424,554	\$424,554	2024 2025	\$424,554	\$106,138	\$530,692	\$1,423,798	683	84%
4	17602	MN Valley Transit Authority	Dakota, Scott	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount			Transit Connection Specialist	\$228,000	\$228,000	2023 2024	\$228,000	\$57,000	\$285,000	\$1,651,798	656	80%
5	17563	Metro Transit (Equity Bonus)	Hennepin, Ramsey	Bloomington, Maplewood, Minneapolis, Richfield, St. Paul			Metro Transit Wayfinding Project	\$400,000	\$400,000	2023 2024	\$400,000	\$100,000	\$500,000	\$2,051,798	644	79%
6	17506	MOVE MINNESOTA	Ramsey	St. Paul			15 Minute Cities of Saint Paul			2024 2025	\$444,971	\$111,243	\$556,214	\$2,496,769	623	76%
7	17705	Dakota County Regional Chamber of Commerce	Dakota	Eagan			Dakota County Transportation Management Organization			2023 2024	\$500,000	\$125,000	\$625,000	\$2,996,769	483	59%
										-	\$2,996,769	\$749,192	\$3,745,961	\$2,996,769	-	-

Note: Thick black underlines in each list indicate approximately funding lines before IUA increases.

*The first five Travel Demand Management projects shown in grey can be funded with dollars set-aside for this category in 2020.

The 6th and 7th place Travel Demand Management projects could also be funded with transit funds out of funds for this cycle.

TAB has the option of whether to fund these two projects or put the \$944,971 elsewhere.

Modal Splits Project Total	\$86,056,142	\$81,256,142
Modal Splits Available	\$90,000,000	\$84,155,899
Yet to Program	\$ 3,943,858	\$ 2,899,757

Balance remaining in the "Yet To Program" row above was transferred to projects in the bike/pedestrian modal area per TAC consensus on 10/5/22.

Pedestrian Facilities																
Rank	ID	Applicant	County	City	Project Name	Midpoint w/ Carbon Opt 1	Midpoint w/ Carbon Opt 2	Bike/Ped Heavy w/ Carbon Opt 1	Bike/Ped Heavy w/ Carbon Opt 2	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17570	Hennepin Co	Hennepin	Minneapolis	Lake St Pedestrian Project	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	2024 2025 2026	\$2,000,000	\$2,300,000	\$4,300,000	\$2,000,000	868	100%
2	17733	Minneapolis	Hennepin	Minneapolis	1st Ave Pedestrian Improvements	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	2026	\$2,000,000	\$10,683,100	\$12,683,100	\$4,000,000	784	90%
3	17734	Minneapolis	Hennepin	Minneapolis	Elliot Park Pedestrian Improvements		Midpoint 2 Carbon Reduction	\$2,000,000	\$2,000,000	2027	\$2,000,000	\$564,770	\$2,564,770	\$6,000,000	750	86%
4	17726	Washington Co	Washington	Stillwater	CSAH 5 Pedestrian Facility		Midpoint 2 Carbon Reduction	\$400,000	\$400,000	2026 2027	\$400,000	\$100,000	\$500,000	\$6,400,000	641	74%
5	17628	St Paul	Ramsey	St. Paul	Payne Ave Pedestrian Safety Improvements		Midpoint 2 Carbon Reduction	\$1,200,000	\$1,200,000	2026	\$1,200,000	\$300,000	\$1,500,000	\$7,600,000	611	70%
T-6	17600	St Paul	Ramsey	St. Paul	Arlington Avenue Sidewalk Infill		Midpoint 2 Carbon Reduction	\$920,000	\$920,000	2026	\$920,000	\$230,000	\$1,150,000	\$8,520,000	575	66%
T-6	17447	Hennepin Co	Hennepin	Minneapolis	Marshall St Pedestrian Project		Midpoint 2 Carbon Reduction	\$1,528,000	\$1,528,000	2027	\$1,528,000	\$382,000	\$1,910,000	\$10,048,000	575	66%
8	17670	Dakota Co	Dakota	Apple Valley	Cedar Ave Pedestrian Bridge at 140th St		Midpoint 2 Carbon Reduction		Bike/Ped 2 Carbon Reduction	2024 2025 2026	\$2,000,000	\$871,833	\$2,871,833	\$12,048,000	574	66%
9	17503	Minneapolis	Hennepin	Minneapolis	42nd Street Pedestrian Improvements		Midpoint 2 Carbon Reduction		Bike/Ped 2 Carbon Reduction	2025 2026	\$1,623,480	\$405,870	\$2,029,350	\$13,671,480	539	62%
10	17657	Victoria	Carver	Victoria	78th Street Pedestrian Overpass					2025 2026 2027	\$2,000,000	\$1,204,000	\$3,204,000	\$15,671,480	486	56%
Total						\$4,000,000	\$4,000,000	\$10,048,000	\$10,048,000	-	\$15,671,480	\$17,041,573	\$32,713,053			-

Safe Routes to School																
Rank	ID	Applicant	County	City	Project Name	Midpoint w/ Carbon Opt 1	Midpoint w/ Carbon Opt 2	Bike/Ped Heavy w/ Carbon Opt 1	Bike/Ped Heavy w/ Carbon Opt 2	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17729	South St Paul	Dakota	South St. Paul	Marie Avenue SRTS	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	2024 2025 2026 2027	\$1,000,000	\$1,246,000	\$2,246,000	\$1,000,000	858	100%
2	17664	New Hope	Hennepin	New Hope, Brooklyn Park	Meadow Lake Elem. SRTS	\$363,617	\$363,617	\$363,617	\$363,617	2026	\$363,617	\$90,904	\$454,521	\$1,363,617	820	96%
3	17558	Minneapolis	Hennepin	Minneapolis	South & Folwell SRTS Improvements		Midpoint 2 Carbon Reduction	\$1,000,000	\$1,000,000	2026	\$1,000,000	\$378,850	\$1,378,850	\$2,363,617	765	89%
4	17559	Minneapolis	Hennepin	Minneapolis	Whittier Safe Routes to School		Midpoint 2 Carbon Reduction	\$1,000,000	\$1,000,000	2026	\$1,000,000	\$317,030	\$1,317,030	\$3,363,617	754	88%
5	17507	St Paul	Ramsey	St. Paul, Falcon Heights	Chelsea Hts Elem. Ped. Improvements		Midpoint 2 Carbon Reduction	\$1,000,000	\$1,000,000	2026	\$1,000,000	\$440,000	\$1,440,000	\$4,363,617	738	86%
6	17647	Bloomington	Hennepin	Bloomington	Valley View Schools SRTS Improvements		Midpoint 2 Carbon Reduction	\$398,000	\$398,000	2024 2025 2026 2027	\$398,000	\$100,040	\$498,040	\$4,761,617	705	82%
7	17588	Richfield (Equity Bonus)	Hennepin	Richfield	73rd St SRTS Connection		Midpoint 2 Carbon Reduction	\$635,000	\$635,000	2026	\$635,000	\$175,000	\$810,000	\$5,396,617	704	82%
8	17731	Chaska	Carver	Chaska	Engler Boulevard Trail Gap		Midpoint 2 Carbon Reduction		Bike/Ped 2 Carbon Reduction	2024 2025 2026 2027	\$825,520	\$206,380	\$1,031,900	\$6,222,137	698	81%
9	17697	Dakota Co	Dakota	West St. Paul, Mendota Heights	Delaware Avenue Trail Gap		Midpoint 2 Carbon Reduction		Bike/Ped 2 Carbon Reduction	2023 2024 2025 2026	\$600,000	\$150,000	\$750,000	\$6,822,137	621	72%
10	17494	Ramsey Co	Ramsey	Vadnais Heights	Koehler Rd/Edgerton St Trail				Bike/Ped 2 Carbon Reduction	2024 2025 2026	\$557,654	\$139,413	\$697,067	\$7,379,790	544	63%
Total						\$1,363,617	\$1,363,617	\$5,396,617	\$5,396,617	-	\$7,379,790	\$3,243,618	\$10,623,408			-

Note: Thick black underlines in each list indicate approximately funding lines before IIA increases. Projects shaded in green would be funded out of the Carbon Reduction Program funds and this will be considered by TAB as part of a separate action.

Modal Splits Project Total	\$50,753,326	\$50,753,326	\$64,834,326	\$64,834,326
Modal Splits Available + Transit "Yet to Program" + \$2.2M from Unique Projects	\$ 49,610,858	\$ 49,610,858	\$ 65,066,757	\$ 65,066,757
Yet to Program	\$ (1,142,468)	\$ (1,142,468)	\$ 232,431	\$ 232,431
Carbon Reduction Project Total	\$15,000,000	\$15,130,000	\$16,500,000	\$16,606,654
Carbon Reduction Available	\$16,269,000	\$16,269,000	\$16,269,000	\$16,269,000
Total Yet to Program	\$126,532	-\$3,468	\$1,431	-\$105,223

DRAFT FUNDING OPTION-SUBJECT TO CHANGE

Total Funding-\$4.5M for Unique

\$263,000,000

UNIQUE PROJECTS

Rank	ID	Applicant	County	City	Project Name	All Scenarios	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
0	N/A	Met Council	All	All	Travel Behavior Inventory	\$733,000	\$733,000	\$1,467,000	\$2,200,000	\$733,000	N/A
1	17596	Metro Transit		St Paul	Regional Mobility Hubs	\$1,600,000	\$1,600,000	\$400,000	\$2,000,000	\$2,333,000	3.1
2	17635	St Paul	Ramsey	St Paul	EV Spot Network Strategic Expansion	\$1,440,000	\$1,440,000	\$382,500	\$1,822,500	\$3,773,000	3.0
3	17547	Move Minnesota			'True Impacts of Transportation' Public Education Campaign	\$768,100	\$768,100	\$192,025	\$960,125	\$4,541,100	2.1
					Total	\$4,541,100	\$4,541,100	\$2,441,525	\$6,982,625		

Regional Solicitation Funding by County (2014-2020)

2021 Census Estimate														Total		
County	Population	Pop %	Jobs %	2014		2016		2018		2020		2014-2020		2022	2014 - 2020	Percent
Anoka	366,888	12%	7.5%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 78,649,838	9.6%	\$ -	\$ 78,649,838	9.6%
Carver	108,891	3%	2.3%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 43,728,640	5.3%	\$ -	\$ 43,728,640	5.3%
Dakota	443,692	14%	10.9%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 71,533,735	8.7%	\$ -	\$ 71,533,735	8.7%
Hennepin	1,289,645	40%	52.1%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 413,815,722	50.4%	\$ -	\$ 413,815,722	50.4%
Ramsey	553,229	17%	18.6%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 131,995,268	16.1%	\$ -	\$ 131,995,268	16.1%
Scott	153,199	5%	3.3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 43,439,729	5.3%	\$ -	\$ 43,439,729	5.3%
Washington	270,805	8%	5.3%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 37,233,704	4.5%	\$ -	\$ 37,233,704	4.5%
	3,186,349			\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ -	\$ 820,396,636	

Data for population and employment based on Metropolitan Council 2021 estimates

Regional Solicitation Funding by County (2014-2020 and Draft 2022 Midpoint Senario with Carbon Option 1)

2021 Census Estimate														Total			
County	Population	Pop %	Jobs %	2014		2016		2018		2020		2014-2020		2022	2014 - 2022	Percent	
Anoka	366,888	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 78,649,838	9.6%	\$ 38,931,353	9.9%	\$ 117,581,191	9.7%
Carver	108,891	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 43,728,640	5.3%	\$ 29,900,000	7.6%	\$ 73,628,640	6.1%
Dakota	443,692	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 71,533,735	8.7%	\$ 35,644,510	9.1%	\$ 107,178,245	8.8%
Hennepin	1,289,645	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 413,815,722	50.4%	\$ 171,664,485	43.7%	\$ 585,480,207	48.3%
Ramsey	553,229	17%	19%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 131,995,268	16.1%	\$ 81,907,553	20.9%	\$ 213,902,821	17.6%
Scott	153,199	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 43,439,729	5.3%	\$ 11,736,128	3.0%	\$ 55,175,857	4.5%
Washington	270,805	8%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 37,233,704	4.5%	\$ 23,000,000	5.9%	\$ 60,233,704	5.0%
	3,186,349			\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ 392,784,029		\$ 1,213,180,665	

Data for population and employment based on Metropolitan Council 2021 estimates. 2022 funding levels include HSIP

Regional Solicitation Funding by County (2014-2020 and Draft 2022 Midpoint Senario with Carbon Option 2)

2021 Census Estimate														Total			
County	Population	Pop %	Jobs %	2014		2016		2018		2020		2014-2020		2022	2014 - 2022	Percent	
Anoka	366,888	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 78,649,838	9.6%	\$ 38,931,353	9.9%	\$ 117,581,191	9.7%
Carver	108,891	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 43,728,640	5.3%	\$ 30,725,520	7.8%	\$ 74,454,160	6.1%
Dakota	443,692	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 71,533,735	8.7%	\$ 38,244,510	9.7%	\$ 109,778,245	9.0%
Hennepin	1,289,645	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 413,815,722	50.4%	\$ 179,848,965	45.8%	\$ 593,664,687	48.9%
Ramsey	553,229	17%	19%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 131,995,268	16.1%	\$ 75,527,553	19.2%	\$ 207,522,821	17.1%
Scott	153,199	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 43,439,729	5.3%	\$ 6,236,128	1.6%	\$ 49,675,857	4.1%
Washington	270,805	8%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 37,233,704	4.5%	\$ 23,400,000	6.0%	\$ 60,633,704	5.0%
	3,186,349			\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ 392,914,029		\$ 1,213,310,665	

Data for population and employment based on Metropolitan Council 2021 estimates. 2022 funding levels include HSIP

Regional Solicitation Funding by County (2014-2020 and Draft 2022 Bike/Ped Heavy Scenario with Carbon Option 1)

2021 Census Estimate														Total			
County	Population	Pop %	Jobs %	2014		2016		2018		2020		2014-2020		2022		2014 - 2022	Percent
Anoka	366,888	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 78,649,838	9.6%	\$ 28,931,353	7.4%	\$ 107,581,191	8.9%
Carver	108,891	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 43,728,640	5.3%	\$ 24,500,000	6.2%	\$ 68,228,640	5.6%
Dakota	443,692	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 71,533,735	8.7%	\$ 35,644,510	9.1%	\$ 107,178,245	8.9%
Hennepin	1,289,645	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 413,815,722	50.4%	\$ 181,325,485	46.2%	\$ 595,141,207	49.1%
Ramsey	553,229	17%	19%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 131,995,268	16.1%	\$ 85,027,553	21.6%	\$ 217,022,821	17.9%
Scott	153,199	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 43,439,729	5.3%	\$ 11,736,128	3.0%	\$ 55,175,857	4.6%
Washington	270,805	8%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 37,233,704	4.5%	\$ 23,400,000	6.0%	\$ 60,633,704	5.0%
	3,186,349			\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ 390,565,029		\$ 1,210,961,665	

Data for population and employment based on Metropolitan Council 2021 estimates. 2022 funding levels include HSIP

Regional Solicitation Funding by County (2014-2020 and Draft 2022 Bike/Ped Heavy Scenario with Carbon Option 2)

2021 Census Estimate														Total			
County	Population	Pop %	Jobs %	2014		2016		2018		2020		2014-2020		2022		2014 - 2022	Percent
Anoka	366,888	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 78,649,838	9.6%	\$ 28,931,353	7.4%	\$ 107,581,191	8.9%
Carver	108,891	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 43,728,640	5.3%	\$ 25,325,520	6.4%	\$ 69,054,160	5.7%
Dakota	443,692	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 71,533,735	8.7%	\$ 38,244,510	9.7%	\$ 109,778,245	9.1%
Hennepin	1,289,645	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 413,815,722	50.4%	\$ 177,448,965	45.2%	\$ 591,264,687	48.8%
Ramsey	553,229	17%	19%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 131,995,268	16.1%	\$ 85,585,207	21.8%	\$ 217,580,475	18.0%
Scott	153,199	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 43,439,729	5.3%	\$ 11,736,128	3.0%	\$ 55,175,857	4.6%
Washington	270,805	8%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 37,233,704	4.5%	\$ 23,400,000	6.0%	\$ 60,633,704	5.0%
	3,186,349			\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ 390,671,683		\$ 1,211,068,319	

Data for population and employment based on Metropolitan Council 2021 estimates. 2022 funding levels include HSIP

Investment Categories	Overall		Midpoint Scenario with Carbon Option 1					Midpoint Scenario with Carbon Option 2				
	Total Applications	Total Federal Request	Applications Funded	Total Funded	Percent of Applications Funded	Percent of Federal Request Funded	Lowest Percent of Total Points Funded	Applications Funded	Total Funded	Percent of Applications Funded	Percent of Federal Request Funded	Lowest Percent of Total Points Funded
Roadways	61	\$327,355,960	34	\$182,308,683	56%	56%	-	34	\$182,308,683	56%	56%	-
Traffic Management Technologies	4	\$9,122,400	2	\$4,400,000	50%	48%	96%	2	\$4,400,000	50%	48%	96%
Spot Mobility and Safety	10	\$21,767,426	5	\$12,503,506	50%	57%	63%	5	\$12,503,506	50%	57%	63%
Strategic Capacity	11	\$96,817,600	6	\$52,521,600	55%	54%	60%	6	\$52,521,600	55%	54%	60%
Roadway Reconstruction/ Modernization	31	\$179,359,169	16	\$92,594,212	52%	52%	71%	16	\$92,594,212	52%	52%	71%
Bridges	5	\$20,289,365	5	\$20,289,365	100%	100%	54%	5	\$20,289,365	100%	100%	54%
Transit	21	\$89,059,311	20	\$83,907,940	95%	94%	-	20	\$83,907,940	95%	94%	-
Transit Expansion	7	\$38,230,703	7	\$38,230,703	100%	100%	28%	7	\$38,230,703	100%	100%	28%
Transit Modernization	6	\$22,831,839	5	\$18,625,439	83%	82%	49%	5	\$18,625,439	83%	82%	49%
Travel Demand Management	7	\$2,996,769	7	\$2,051,798	100%	68%	79%	7	\$2,051,798	100%	68%	79%
ABRT	1	\$25,000,000	1	\$25,000,000	100%	100%	-	1	\$25,000,000	100%	100%	-
Bicycle and Pedestrian Facilities	69	\$167,961,135	20	\$65,753,326	29%	39%	-	31	\$65,883,326	45%	39%	-
Multituse Trails and Bicycle Facilities	49	\$144,909,865	16	\$60,389,709	33%	42%	80%	13	\$45,389,709	27%	31%	82%
Pedestrian Facilities	10	\$15,671,480	2	\$4,000,000	20%	26%	90%	9	\$13,671,480	90%	87%	62%
Safe Routes to School	10	\$7,379,790	2	\$1,363,617	20%	18%	96%	9	\$6,822,137	90%	92%	72%
Total*	151	\$584,376,406	74	\$331,969,949	49%	57%	-	85	\$332,099,949	56%	57%	-

*Excludes Unique Projects

Investment Categories	Overall		Bike/Ped Heavy Scenario with Carbon Option 1					Bike/Ped Heavy Scenario with Carbon Option 2				
	Total Applications	Total Federal Request	Applications Funded	Total Funded	Percent of Applications Funded	Percent of Federal Request Funded	Lowest Percent of Total Points Funded	Applications Funded	Total Funded	Percent of Applications Funded	Percent of Federal Request Funded	Lowest Percent of Total Points Funded
Roadways	61	\$327,355,960	33	\$169,308,683	54%	52%	-	33	\$169,308,683	54%	52%	-
Traffic Management Technologies	4	\$9,122,400	2	\$4,400,000	50%	48%	96%	2	\$4,400,000	50%	48%	96%
Spot Mobility and Safety	10	\$21,767,426	5	\$12,503,506	50%	57%	63%	5	\$12,503,506	50%	57%	63%
Strategic Capacity	11	\$96,817,600	4	\$32,521,600	36%	34%	61%	4	\$32,521,600	36%	34%	61%
Roadway Reconstruction/ Modernization	31	\$179,359,169	17	\$99,594,212	55%	56%	70%	17	\$99,594,212	55%	56%	70%
Bridges	5	\$20,289,365	5	\$20,289,365	100%	100%	54%	5	\$20,289,365	100%	100%	54%
Transit	21	\$89,059,311	19	\$79,107,940	90%	89%	-	19	\$79,107,940	90%	89%	-
Transit Expansion	7	\$38,230,703	6	\$33,430,703	86%	87%	42%	6	\$33,430,703	86%	87%	42%
Transit Modernization	6	\$22,831,839	5	\$18,625,439	83%	82%	49%	5	\$18,625,439	83%	82%	49%
Travel Demand Management	7	\$2,996,769	7	\$2,051,798	100%	68%	79%	7	\$2,051,798	100%	68%	79%
ABRT	1	\$25,000,000	1	\$25,000,000	100%	100%	-	1	\$25,000,000	100%	100%	-
Bicycle and Pedestrian Facilities	69	\$167,961,135	31	\$81,334,326	45%	48%	-	35	\$81,440,979	51%	48%	-
Multituse Trails and Bicycle Facilities	49	\$144,909,865	17	\$65,889,709	35%	45%	80%	16	\$60,389,709	33%	42%	80%
Pedestrian Facilities	10	\$15,671,480	7	\$10,048,000	70%	64%	66%	9	\$13,671,480	90%	87%	62%
Safe Routes to School	10	\$7,379,790	7	\$5,396,617	70%	73%	82%	10	\$7,379,790	100%	100%	63%
Total*	151	\$584,376,406	83	\$329,750,949	55%	56%	-	87	\$329,857,602	58%	56%	-

*Excludes Unique Projects

Investment Categories	Total Projects*	Total Federal Request	Midpoint Scenario with Carbon Option 1				Midpoint Scenario with Carbon Option 2			
			Total Projects Funded*	% of Request	Total Awarded	% of Request	Total Projects Funded*	% of Request	Total Awarded	% of Request
Anoka County	25	\$78,573,253	12	48%	\$38,931,353	50%	12	48%	\$38,931,353	50%
Roadways	9	\$58,065,553	4	44%	\$26,571,153	46%	4	44%	\$26,571,153	46%
Transit	0	\$0	0	-	\$0	-	0	-	\$0	-
Bicycle/Pedestrian	2	\$2,571,200	1	50%	\$2,015,200	78%	1	50%	\$2,015,200	78%
HSIP	14	\$17,936,500	7	50%	\$10,345,000	58%	7	50%	\$10,345,000	58%
Carver County	23	\$75,934,162	11	48%	\$29,900,000	39%	12	52%	\$30,725,520	40%
Roadways	8	\$47,304,000	4	50%	\$17,440,000	37%	4	50%	\$17,440,000	37%
Transit	2	\$5,200,000	2	100%	\$5,200,000	-	2	100%	\$5,200,000	100%
Bicycle/Pedestrian	4	\$9,087,680	0	0%	\$0	0%	1	25%	\$825,520	9%
HSIP	9	\$14,342,482	5	56%	\$7,260,000	51%	5	50%	\$7,260,000	58%
Dakota County	33	\$98,741,013	13	39%	\$35,644,510	36%	15	45%	\$38,244,510	39%
Roadways	7	\$46,916,000	2	29%	\$14,740,000	31%	2	29%	\$14,740,000	31%
Transit	7	\$16,726,790	5	71%	\$12,020,390	-	5	71%	\$12,020,390	72%
Bicycle/Pedestrian	15	\$27,633,143	2	13%	\$1,419,040	5%	4	27%	\$4,019,040	15%
HSIP	4	\$7,465,080	4	100%	\$7,465,080	100%	4	50%	\$7,465,080	58%
Hennepin County	90	\$268,593,973	53	59%	\$171,664,485	64%	60	67%	\$179,848,965	67%
Roadways	25	\$110,405,635	17	68%	\$81,715,200	74%	17	68%	\$81,715,200	74%
Transit	12	\$33,208,199	12	100%	\$33,208,199	-	12	100%	\$33,208,199	100%
Bicycle/Pedestrian	35	\$96,177,139	12	34%	\$36,319,086	38%	19	54%	\$44,503,566	46%
HSIP	18	\$28,803,000	12	67%	\$20,422,000	71%	12	50%	\$20,422,000	58%
Ramsey County	27	\$101,852,620	20	74%	\$81,907,553	80%	21	78%	\$75,527,553	74%
Roadways	8	\$46,941,600	6	75%	\$31,119,158	66%	6	75%	\$31,119,158	66%
Transit	6	\$24,411,366	5	83%	\$23,966,395	-	5	83%	\$23,966,395	98%
Bicycle/Pedestrian	8	\$24,177,654	4	50%	\$20,500,000	85%	5	63%	\$14,120,000	58%
HSIP	5	\$6,322,000	5	100%	\$6,322,000	100%	5	50%	\$6,322,000	58%
Scott County	6	\$13,736,128	5	83%	\$11,736,128	85%	4	67%	\$6,236,128	45%
Roadways	1	\$3,723,172	1	100%	\$3,723,172	100%	1	100%	\$3,723,172	100%
Transit	3	\$2,512,956	3	100%	\$2,512,956	-	3	100%	\$2,512,956	100%
Bicycle/Pedestrian	1	\$5,500,000	1	100%	\$5,500,000	100%	0	0%	\$0	0%
HSIP	1	\$2,000,000	0	0%	\$0	0%	0	50%	\$0	58%
Washington County	14	\$36,814,320	7	50%	\$23,000,000	62%	8	57%	\$23,400,000	64%
Roadways	2	\$14,000,000	1	50%	\$7,000,000	50%	1	50%	\$7,000,000	50%
Transit	1	\$7,000,000	1	100%	\$7,000,000	-	1	100%	\$7,000,000	100%
Bicycle/Pedestrian	4	\$2,814,320	0	0%	\$0	0%	1	25%	\$400,000	14%
HSIP	7	\$13,000,000	5	71%	\$9,000,000	69%	5	50%	\$9,000,000	58%
Total*	218	\$674,245,476	121	56%	\$392,784,029	58%	132	61%	\$392,914,029	58%

*Excludes Unique Projects. Shows more than the number of applications submitted because some projects span more than one county.

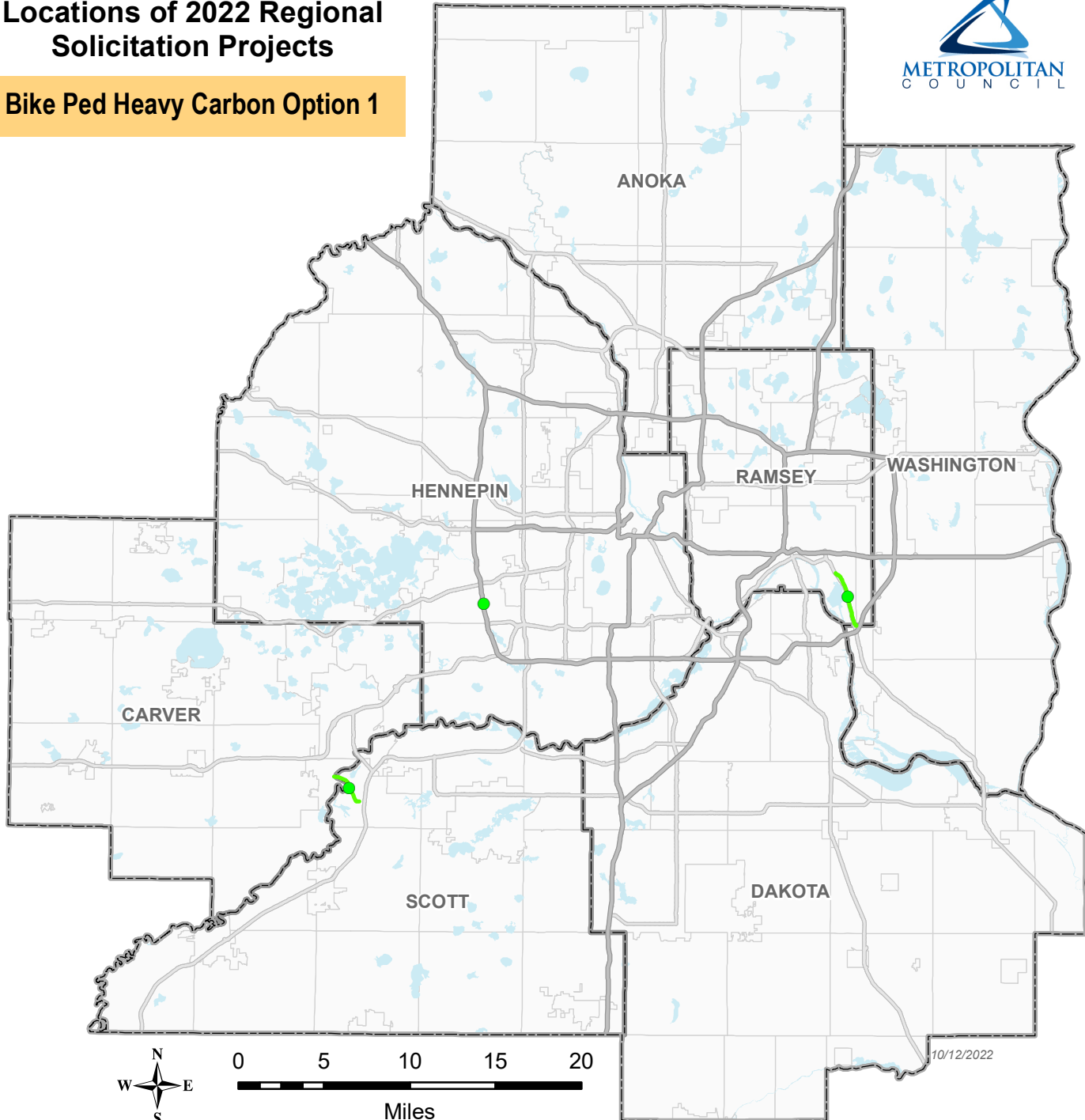
Investment Categories	Total Projects*	Total Federal Request	Bike/Ped Heavy Scenario with Carbon Option 1				Bike/Ped Heavy Scenario with Carbon Option 2			
			Total Projects Funded*	% of Request	Total Awarded	% of Request	Total Projects Funded*	% of Request	Total Awarded	% of Request
Anoka County	25	\$78,573,253	11	44%	\$28,931,353	37%	11	44%	\$28,931,353	37%
Roadways	9	\$58,065,553	3	33%	\$16,571,153	29%	3	33%	\$16,571,153	29%
Transit	0	\$0	0	-	\$0	-	0	-	\$0	-
Bicycle/Pedestrian	2	\$2,571,200	1	50%	\$2,015,200	78%	1	50%	\$2,015,200	78%
HSIP	14	\$17,936,500	7	50%	\$10,345,000	58%	7	50%	\$10,345,000	58%
Carver County	23	\$75,934,162	10	43%	\$24,500,000	32%	11	48%	\$25,325,520	33%
Roadways	8	\$47,304,000	4	50%	\$14,440,000	31%	4	50%	\$14,440,000	31%
Transit	2	\$5,200,000	1	50%	\$2,800,000	-	1	50%	\$2,800,000	54%
Bicycle/Pedestrian	4	\$9,087,680	0	0%	\$0	0%	1	25%	\$825,520	9%
HSIP	9	\$14,342,482	5	56%	\$7,260,000	51%	5	50%	\$7,260,000	58%
Dakota County	33	\$98,741,013	13	39%	\$35,644,510	36%	15	45%	\$38,244,510	39%
Roadways	7	\$46,916,000	2	29%	\$14,740,000	31%	2	29%	\$14,740,000	31%
Transit	7	\$16,726,790	5	71%	\$12,020,390	-	5	71%	\$12,020,390	72%
Bicycle/Pedestrian	15	\$27,633,143	2	13%	\$1,419,040	5%	4	27%	\$4,019,040	15%
HSIP	4	\$7,465,080	4	100%	\$7,465,080	100%	4	50%	\$7,465,080	58%
Hennepin County	90	\$268,593,973	59	66%	\$181,325,485	68%	59	66%	\$177,448,965	66%
Roadways	25	\$110,405,635	17	68%	\$81,715,200	74%	17	68%	\$81,715,200	74%
Transit	12	\$33,208,199	11	92%	\$30,808,199	-	11	92%	\$30,808,199	93%
Bicycle/Pedestrian	35	\$96,177,139	19	54%	\$48,380,086	50%	19	54%	\$44,503,566	46%
HSIP	18	\$28,803,000	12	67%	\$20,422,000	71%	12	50%	\$20,422,000	58%
Ramsey County	27	\$101,852,620	33	122%	\$85,027,553	83%	24	89%	\$85,585,207	84%
Roadways	8	\$46,941,600	6	75%	\$31,119,158	66%	6	75%	\$31,119,158	66%
Transit	6	\$24,411,366	5	83%	\$23,966,395	-	5	83%	\$23,966,395	98%
Bicycle/Pedestrian	8	\$24,177,654	17	213%	\$23,620,000	98%	8	100%	\$24,177,654	100%
HSIP	5	\$6,322,000	5	100%	\$6,322,000	100%	5	50%	\$6,322,000	58%
Scott County	6	\$13,736,128	5	83%	\$11,736,128	85%	5	83%	\$11,736,128	85%
Roadways	1	\$3,723,172	1	100%	\$3,723,172	100%	1	100%	\$3,723,172	100%
Transit	3	\$2,512,956	3	100%	\$2,512,956	-	3	100%	\$2,512,956	100%
Bicycle/Pedestrian	1	\$5,500,000	1	100%	\$5,500,000	100%	1	100%	\$5,500,000	100%
HSIP	1	\$2,000,000	0	0%	\$0	0%	0	50%	\$0	58%
Washington County	14	\$36,814,320	8	57%	\$23,400,000	64%	8	57%	\$23,400,000	64%
Roadways	2	\$14,000,000	1	50%	\$7,000,000	50%	1	50%	\$7,000,000	50%
Transit	1	\$7,000,000	1	100%	\$7,000,000	-	1	100%	\$7,000,000	100%
Bicycle/Pedestrian	4	\$2,814,320	1	25%	\$400,000	14%	1	25%	\$400,000	14%
HSIP	7	\$13,000,000	5	71%	\$9,000,000	69%	5	50%	\$9,000,000	58%
Total*	218	\$674,245,476	139	64%	\$390,565,029	58%	133	61%	\$390,671,683	58%

*Excludes Unique Projects. Shows more than the number of applications submitted because some projects span more than one county.

Locations of 2022 Regional Solicitation Projects



Bike Ped Heavy Carbon Option 1



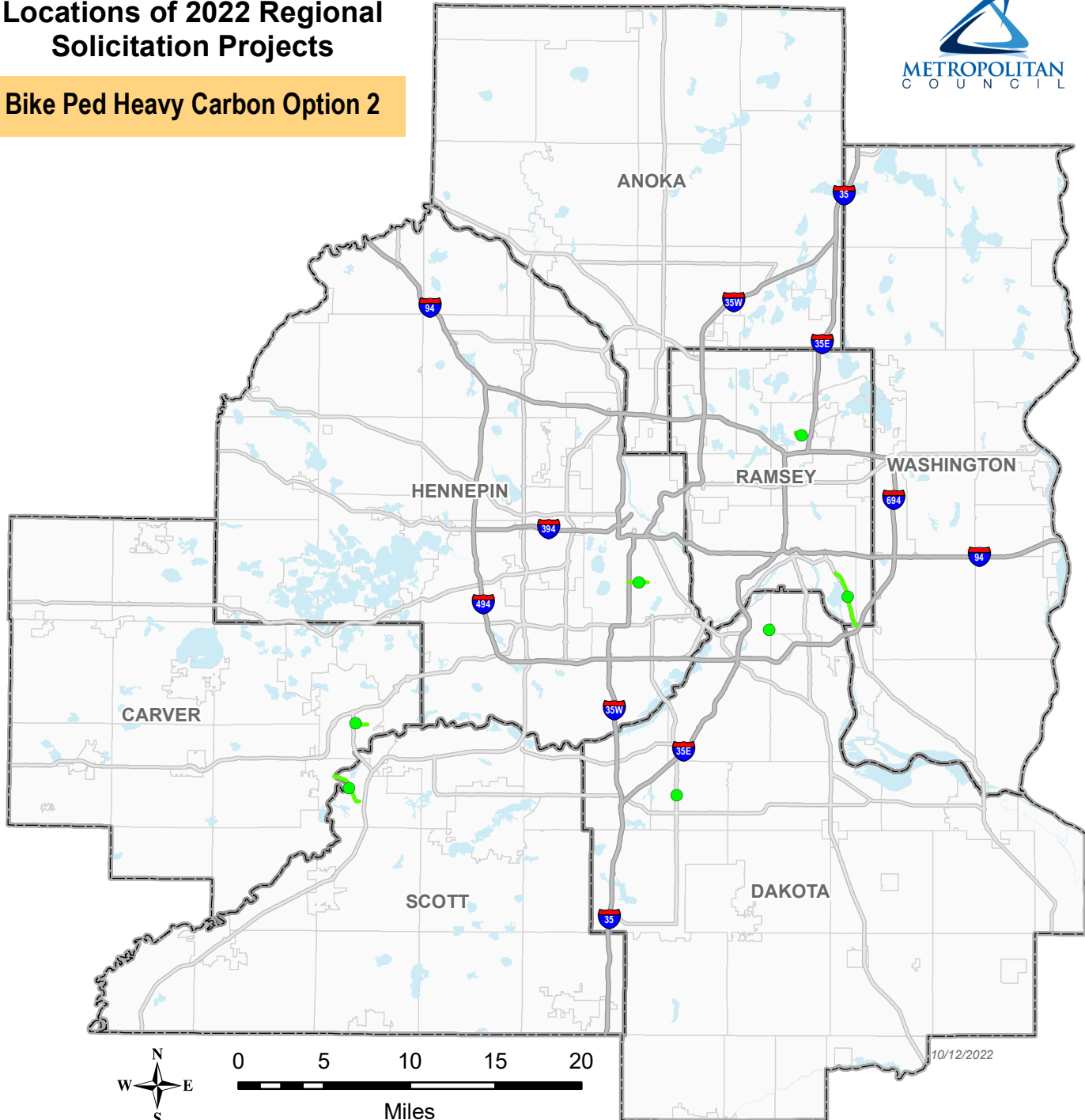
- Interstate Highways
- Other Major Highways
- ▭ Counties
- Lakes and Rivers
- Cities & Townships
- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects

10/12/2022

Locations of 2022 Regional Solicitation Projects



Bike Ped Heavy Carbon Option 2

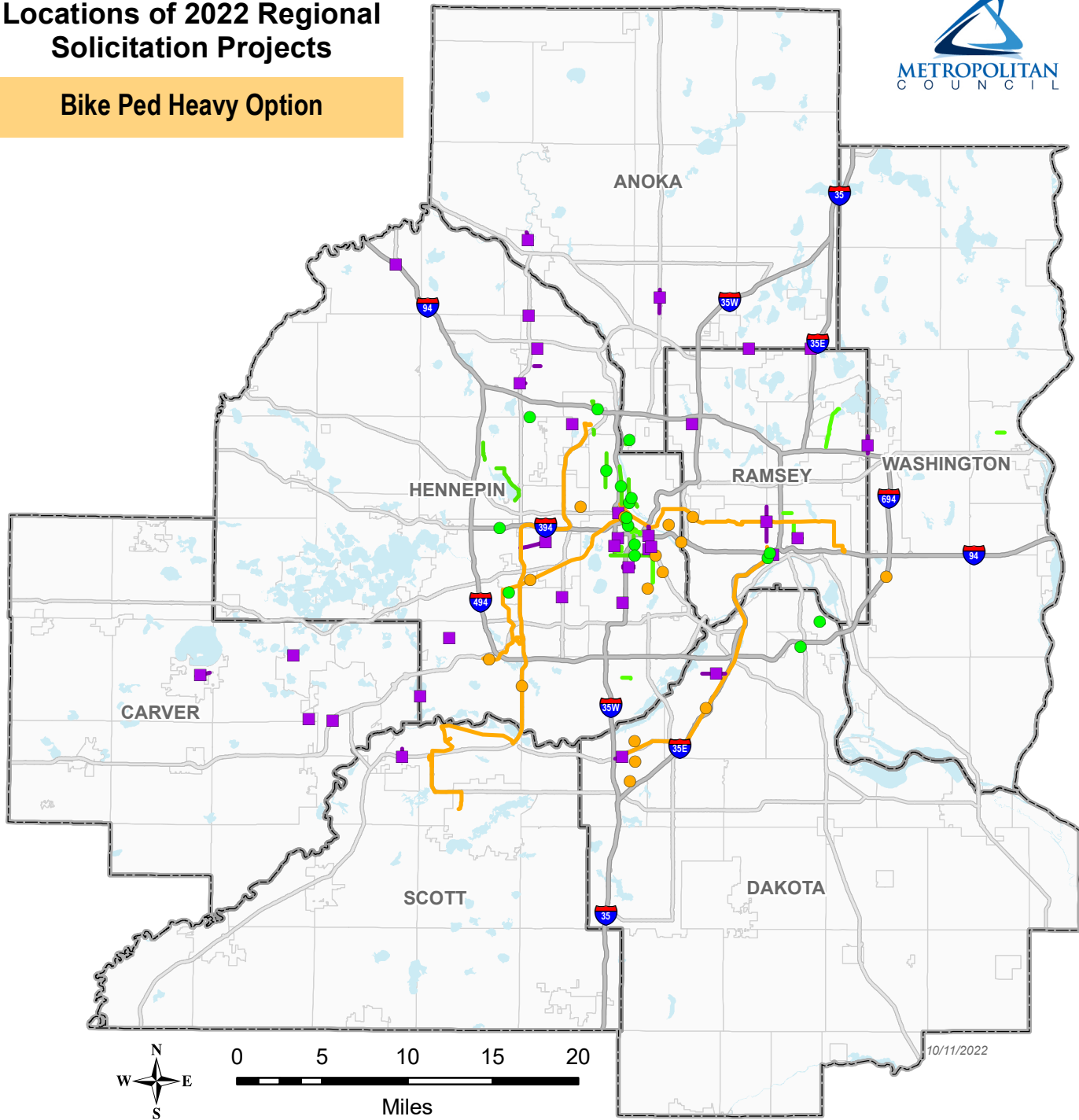


- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

Locations of 2022 Regional Solicitation Projects



Bike Ped Heavy Option

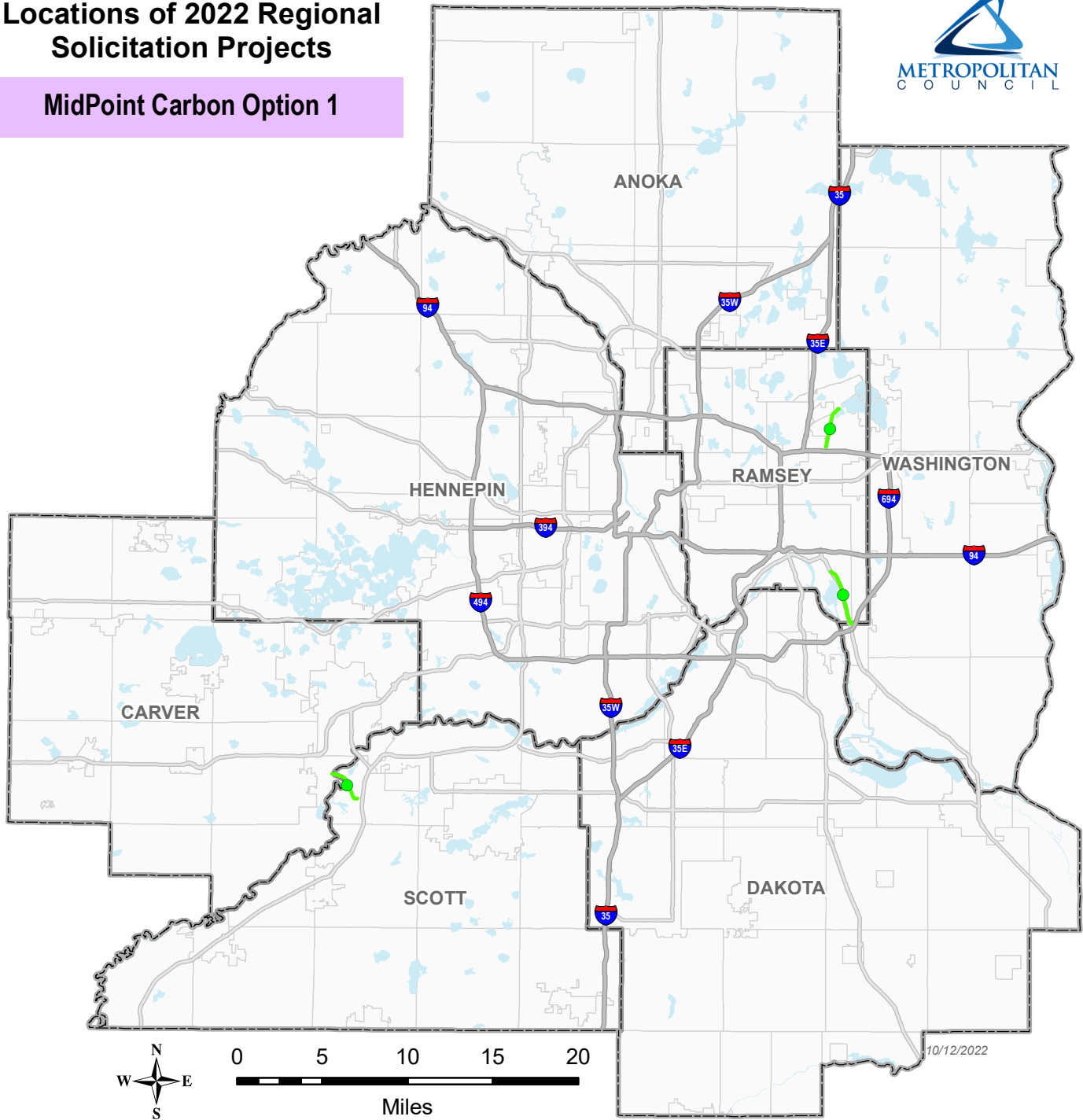


- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

Locations of 2022 Regional Solicitation Projects



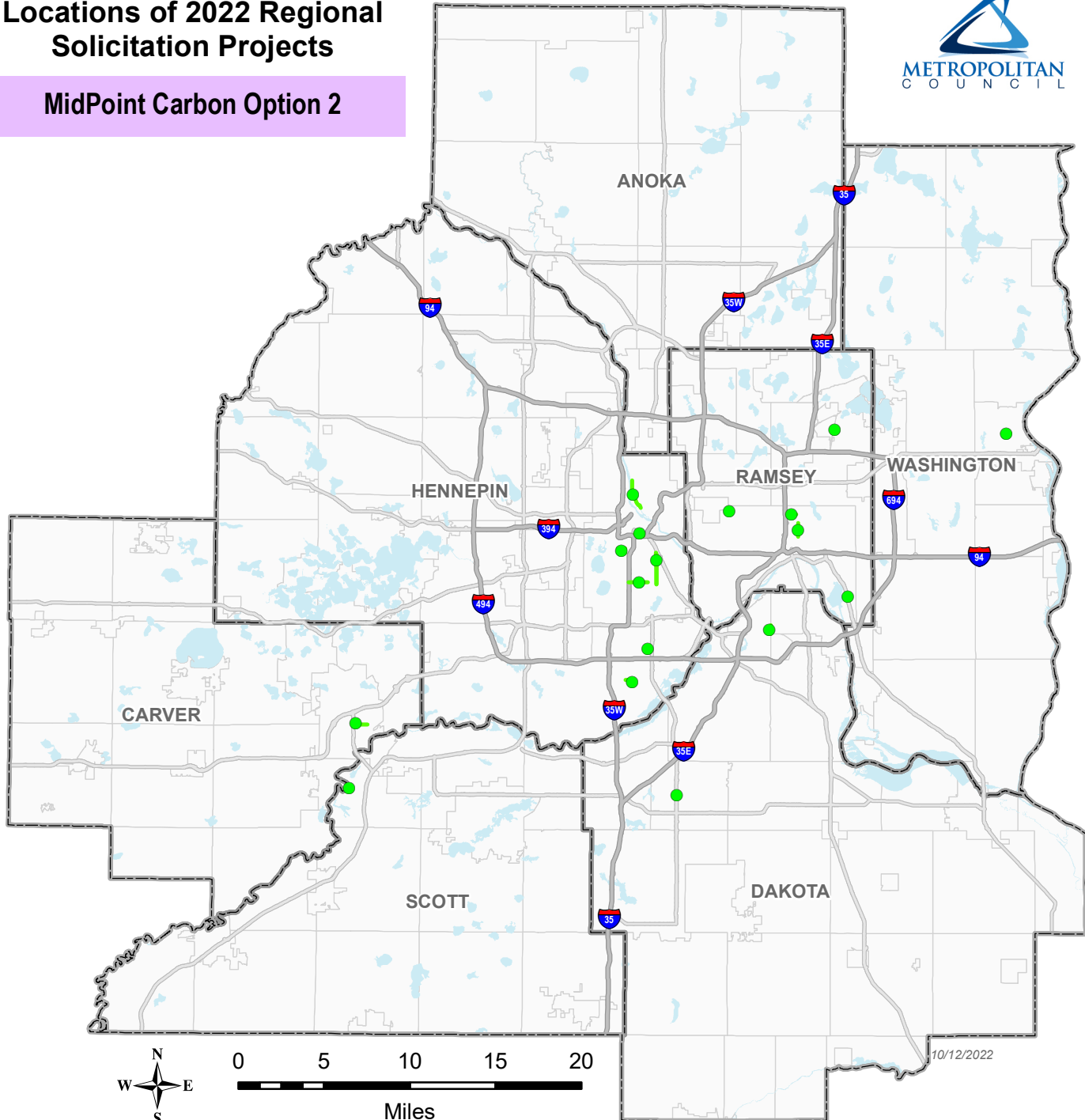
MidPoint Carbon Option 1



- Interstate Highways
- Other Major Highways
- ▭ Counties
- ▭ Lakes and Rivers
- ▭ Cities & Townships
- ■ Roadway Projects
- ● Transit Projects
- ● Bicycle and Pedestrian Projects

Locations of 2022 Regional Solicitation Projects

MidPoint Carbon Option 2

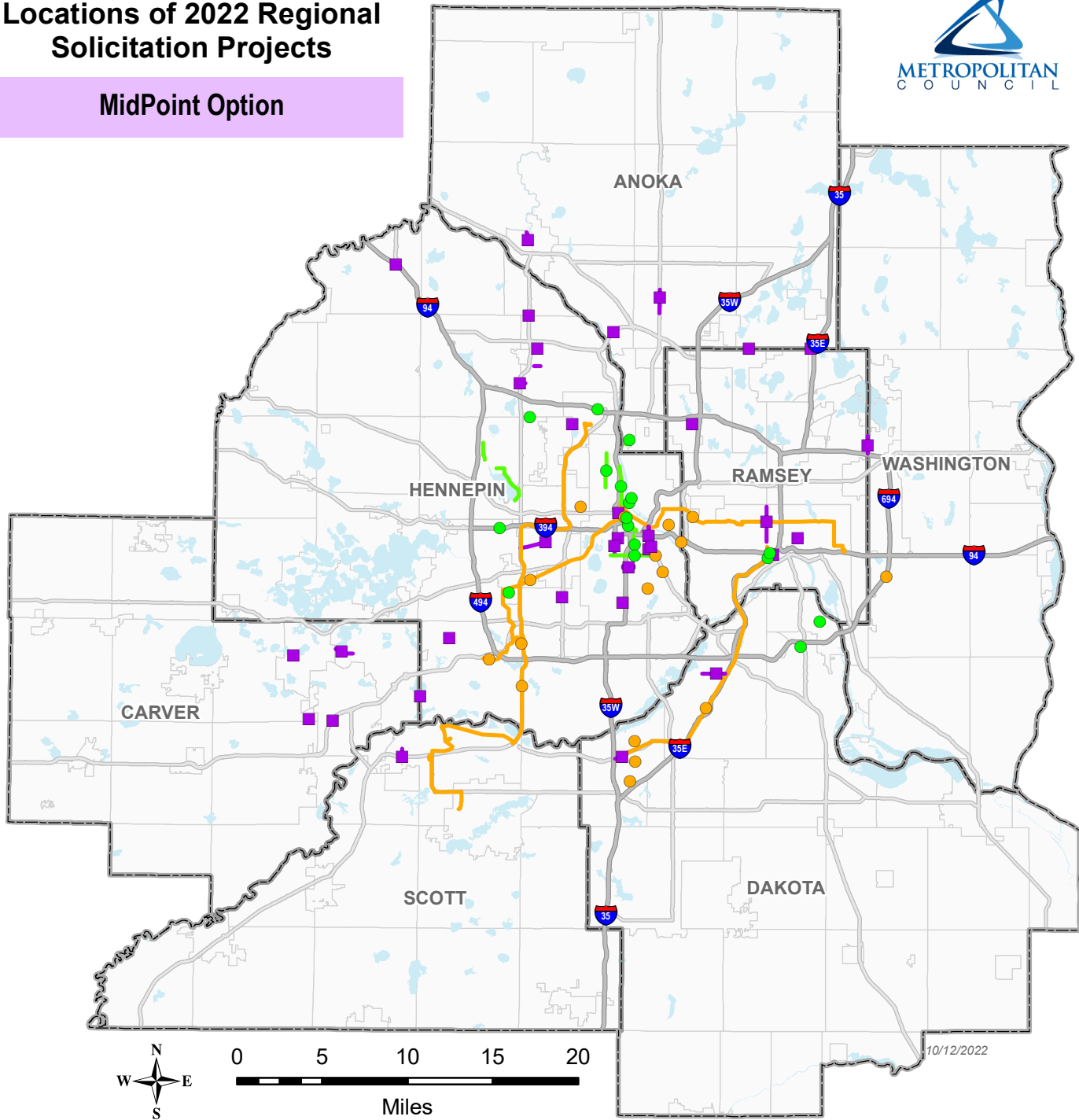


- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

Locations of 2022 Regional Solicitation Projects



MidPoint Option



- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects

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