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

| | | | 17635 | 17547 | 17596 |
|------|-----------------------------|--------|------------------------|------------|----------------------|
| Crit | eria | Weight | 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 |
| TOT | -AL | 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 AVALABLE | \$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.
 - o 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 **favored 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 PROJECTS INCLUDING MULTIMODAL ELEMENTS

| Traffic Ma | nagement T | echnologies | | | | | | | | | | | | | | |
|------------|------------|--|----------|--------------------------------|--|-------------|----------------|--------|-----------|------------------------|-------------------|-------------|-----------------|--------------------|--------------|--------------------|
| 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 | 17633 | CARVER COUNTY (Safety High Score and Resubmittal) | Carver | Chanhassen, Chaska, Waconia | Traffic Signal Technologies and ITS Corridor Enhancements | \$2,000,000 | \$2,000,000 | 2025 | 2026 2027 | 2025 2026 2027 | \$2,000,000 | \$500,000 | \$2,500,000 | \$2,000,000 | 921 | 100% |
| 2 | 17654 | MINNEAPOLIS (Resubmittal) | Hennepin | Minneapolis | ITS Upgrades and Enhancements | \$2,400,000 | \$2,400,000 | 2025 | 2026 | 2025 2026 | \$2,400,000 | \$600,000 | \$3,000,000 | \$6,722,400 | 886 | 96% |
| 3 | 17491 | ST PAUL (Equity Bonus Project) | Ramsey | St Paul | Maryland Avenue Traffic Signal Enhancements | | | - | 2027 | 2027 | \$2,322,400 | \$580,600 | \$2,903,000 | \$4,322,400 | 867 | 94% |
| 4 | 17609 | STATE OF MN | Anoka | Metrowide | Cabinet Upgrade with Signal Optimization | | | - | 2026 | 2026 | \$2,400,000 | \$600,000 | \$3,000,000 | \$9,122,400 | 663 | 72% |
| | | | | | | \$4,400,000 | \$4,400,000 | | | - | \$9,122,400 | \$2,280,600 | \$11,403,000 | \$9,122,400 | - | - |

| Spot Mob | ility and Saf | Applicant County City Project Name MINNEAPOLIS (Safety High Score) Hennepin Minneapolis 26th and Hiawatha Safety Improven BROOKLYN PARK Hennepin Brooklyn Park, Champlin Hwy 169 at 109th Ave Improvement CARVER COUNTY (Resubmittal) Carver Laketown Township Highway 11 Intersection Improvement ANOKA COUNTY Resubmittal Lino Lakes, Shoreview Hodgson Rd and Ash St Roundabout | | | | | | | | | | | | | | |
|----------|---------------|--|----------|-------------------------|---------------------------------------|--------------|----------------|----------------|-------------|---------------------------|-------------------|-------------|-----------------|--------------------|--------------|--------------------|
| 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 | 17577 | MINNEAPOLIS (Safety High Score) | Hennepin | Minneapolis | 26th and Hiawatha Safety Improvements | \$1,329,600 | \$1,329,600 | | 2026 | 2026 | \$1,329,600 | \$332,500 | \$1,662,100 | \$1,329,600 | 772 | 100% |
| 2 | 17672 | BROOKLYN PARK | Hennepin | Brooklyn Park, Champlin | Hwy 169 at 109th Ave Improvements | \$2,494,800 | \$2,494,800 | 2024 2025 | 2026 2027 | 2024 2025 2026 2027 | \$2,494,800 | \$623,700 | \$3,118,500 | \$3,824,400 | 661 | 86% |
| 3 | 17634 | CARVER COUNTY (Resubmittal) | Carver | Laketown Township | Highway 11 Intersection Improvements | \$3,040,000 | \$3,040,000 | 2025 | 2026 2027 | 2025 2026 2027 | \$3,040,000 | \$760,000 | \$3,800,000 | \$6,864,400 | 594 | 77% |
| 4 | 17517 | ANOKA COUNTY | , | Lino Lakes, Shoreview | Hodgson Rd and Ash St Roundabout | \$3,239,106 | \$3,239,106 | 2023 2024 2025 | 2026 | 2023 2024 2025 2026 | \$3,239,106 | \$809,777 | \$4,048,883 | \$10,103,506 | 518 | 67% |
| 5 | 17636 | CARVER COUNTY | Carver | Victoria | Highway 5/11 Safety Improvements | \$2,400,000 | \$2,400,000 | 2025 | 2026 2027 | 2025 2026 2027 | \$2,400,000 | \$600,000 | \$3,000,000 | \$12,503,506 | 486 | 63% |
| 6 | 17572 | HENNEPIN COUNTY | Hennepin | Maple Grove | Hemlock Ln Project | | | | 2026 | 2026 | \$1,856,000 | \$464,000 | \$2,320,000 | \$14,359,506 | 458 | 59% |
| 7 | 17571 | HENNEPIN COUNTY | Hennepin | Plymouth | Rockford Rd Project | | | | 2026 | 2026 | \$1,624,000 | \$406,000 | \$2,030,000 | \$15,983,506 | 436 | 57% |
| 8 | 17674 | BROOKLYN PARK | Hennepin | Brooklyn Park, Champlin | CSAH 103 at 109th Ave Improvements | | | 2024 2025 | 2026 2027 | 2024 2025 2026 2027 | \$2,917,520 | \$729,380 | \$3,646,900 | \$18,901,026 | 355 | 46% |
| 9 | 17727 | DAKOTA COUNTY | Dakota | Nininger, Vermillion | CSAH 46/CSAH 85 Roundabout | | | 2024 2025 | 2026 | 2024 2025 2026 | \$1,756,000 | \$439,000 | \$2,195,000 | \$20,657,026 | 292 | 38% |
| 10 | 17524 | ANOKA COUNTY | Anoka | Lino Lakes | Centerville Rd at Ash St Roundabout | | | 2025 | 2026 | 2025 2026 | \$1,110,400 | \$277,600 | \$1,388,000 | \$21,767,426 | 250 | 32% |
| | | | | | | \$12,503,506 | \$12,503,506 | - | - | - | \$21,767,426 | \$5,441,957 | \$27,209,383 | \$21,767,426 | - | - |

| Strategic (| Capacity | | | | | | | | | | | | | | | |
|-------------|----------|--|----------|--|---|--------------|----------------|-------------|-------------|------------------------|-------------------|---------------|-----------------|--------------------|--------------|--------------------|
| 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 | 17515 | Anoka Co (Safety High Score) | Anoka | Blaine | TH 65 Intersections at 109th/105th Aves | \$10,000,000 | \$10,000,000 | 2025 | 2026 2027 | 2025 2026 2027 | \$10,000,000 | \$31,963,662 | \$41,963,662 | \$10,000,000 | 891 | 100% |
| 2 | 17578 | Burnsville (Equity Bonus) | Dakota | Burnsville | TH 13 & Nicollet Ave Intersection Project | \$10,000,000 | \$10,000,000 | 2025 | 2026 2027 | 2025 2026 2027 | \$10,000,000 | \$22,185,000 | \$32,185,000 | \$20,000,000 | 756 | 85% |
| 3 | 17495 | Ramsey Co (Resubmittal) | Ramsey | North Oaks, Lino Lakes, White Bear Township | I-35E/CR J Addition of Missing Interchange Ramps and CR J Roundabouts | \$10,000,000 | \$10,000,000 | 2024 2025 | 2026 | 2024 2025 2026 | \$10,000,000 | \$4,549,729 | \$14,549,729 | \$30,000,000 | 557 | 62% |
| 4 | 17597 | Brooklyn Park | Hennepin | Brooklyn Park | CSAH 30 Expansion and Multimodal Project | \$2,521,600 | \$2,521,600 | 2024 2025 | 2026 2027 | 2024 2025 2026 2027 | \$2,521,600 | \$630,400 | \$3,152,000 | \$32,521,600 | 548 | 61% |
| 5 | 17637 | Carver Co | Carver | Chanhassen | Highway 5 Lake Minnewashta and Arboretum Access and Mobility Improvement | \$10,000,000 | | 2025 | 2026 | 2025 2026 | \$10,000,000 | \$18,715,000 | \$28,715,000 | \$62,521,600 | 536 | 60% |
| 6 | 17564 | Coon Rapids (Equity Bonus and Resubmittal) | Anoka | Coon Rapids | TH 610 and East River Road Addition of Missing Interchange Ramps | \$10,000,000 | | 2024 2025 | 2026 2027 | 2024 2025 2026 2027 | \$10,000,000 | \$20,053,000 | \$30,053,000 | \$42,521,600 | 535 | 60% |
| 7 | 17638 | Carver Co | Carver | Victoria | Highway 5 Victoria Mobility Expansion and Safety Project | | | 2025 | 2026 2027 | 2025 2026 2027 | \$10,000,000 | \$2,587,000 | \$12,587,000 | \$52,521,600 | 493 | 55% |
| 8 | 17616 | Dakota Co | Dakota | Coates, Rosemount, Empire Township | CSAH 46 Expansion Project | | | 2024 2025 | 2026 | 2024 2025 2026 | \$10,000,000 | \$30,000,000 | \$40,000,000 | \$72,521,600 | 480 | 54% |
| 9 | 17639 | Carver Co (Resubmittal) | Carver | Chaska, Laketown Township | Highway 10 Mobility and Access Corridor Improvement | | | 2025 | 2026 2027 | 2025 2026 2027 | \$7,416,000 | \$1,854,000 | \$9,270,000 | \$79,937,600 | 471 | 53% |
| 10 | 17617 | Dakota Co (Resubmittal) | Dakota | Lakeville | 185th Street Expansion Project | | | 2025 | 2026 | 2025 2026 | \$6,880,000 | \$1,720,000 | \$8,600,000 | \$86,817,600 | 449 | 50% |
| 11 | 17523 | Anoka Co (Resubmittal) | Anoka | Blaine | 109th Avenue Expansion Project | | | 2025 | 2026 | 2025 2026 | \$10,000,000 | \$5,260,000 | \$15,260,000 | \$96,817,600 | 393 | 44% |
| | | · | | | | \$52,521,600 | \$32,521,600 | - | - | - | \$96,817,600 | \$139,517,791 | \$236,335,391 | \$96.817.600 | - | - |

| Partially Fu | unded Projec | ts from 2020 Cycle (Both Projects I | Received \$7I | M, but not their Full | Request) | | | | | | | | | | | |
|--------------|--------------|-------------------------------------|---------------|-----------------------|---|----------|----------------|--------|------|------------------------|-------------------|--------------|-----------------|-----------------------|-------------|--------------------|
| 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 To | otal Scores | % of High Score |
| | 14345 | Carver Co | Carver | Chaska | Highway 41 and CSAH 10 Mobility and Access Improvement | | | 2024 | 2024 | 2024 | \$9,049,600 | \$2,262,400 | \$11,312,000 | \$7,000,000 | | |
| | 14015 | Scott Co | Scott | Jordan | TH 169, TH 282 and CSAH 9 Interchange | | | 2025 | 2025 | 2025 | \$10,000,000 | \$14,000,000 | \$24,000,000 | \$7,000,000 | | |
| | | • | | | • | \$0 | \$0 | | | | | | | | | |

| Roadway F | Reconstruct | ion/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/I-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 | | 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 | | | | | 2024 2025 - | \$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 | | | 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 | 49% |
| 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 | 49% |
| | | | | | | \$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% |
| Note: Thick b | lack underlines | in each list indicate approximate funding lin | nes before IIJA | increases. | On-System Bridge Project Total | \$20,289,365 | \$20,289,365 | - | - | - | \$20,289,365 | \$17,822,341 | \$38,111,706 | \$20,289,365 | - | - |

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 |
| Vet to Program | (\$112.638) | \$1 373 945 |

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

| Transit | Expans | ion | | | | | | | | | | | | | | |
|---------|--------|--------------------------------------|---------------------|--|----------|----------|-------------------------------------|-------------|----------------|------------------------|-------------------|---------------|-----------------|--------------------|-----------------|--------------------|
| 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 | | 4 | 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 | | 4 | 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 | | 4 | 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 | | 4 | Golden Triangle Mobility Hubs | \$4,800,000 | | 2025 2026 | \$4,800,000 | \$1,200,000 | \$6,000,000 | \$38,230,703 | 260 | 28% |

| Transit | Moderi | nization | | | | | | | | | | | | | | |
|---------|--------|------------------------------|--------------|--|-----|----------|---|-----------------|----------------|--------------------------|-------------------|-------------|-----------------|--------------------|-----------------|--------------------|
| 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 | | 1 | 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 | - | - |

\$38,230,703 \$33,430,703

\$38,230,703

\$146,708,532

\$184,939,236 \$38,230,703

| Arteria | al Bus Ra | pid 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 | % of High |
| | | | , | , | | | , | | , | | | | | | Scores | 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/1 | DМ | | | | | | | | | | | | | | | |
|-------|----|-----------|--------|------|-----|---------|---|-------------|----------------|------------------------|-------------------|-------------|-----------------|--------------------|--------|-----------|
| 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 | % of High |
| | | | | - | | | · · | 1.5 | | | - | | - | | Scores | 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 | 1 | |
| | - | - | | | | | TDM Set-aside for 2026-2027* | \$1,200,000 | \$1,200,000 | Both | \$1,200,000 | \$300,000 | \$1,500,000 | \$7,000,000 | - 1 | - |
| | | | | | | | TDM/TMO Set-aside for 2024-2025 (Same for all | ć 4 200 000 | ć4 200 000 | | 47.000.000 | 44 750 000 | 60 750 000 | 643 000 000 | i I | |
| | | | | | | | Funding Scenarios) | \$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 | HOURCAR | 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 Managment Organization | | | 2023 2024 | \$500,000 | \$125,000 | \$625,000 | \$2,996,769 | 483 | 59% |
| Note: Thi | ck black ur | nderlines in each list indicate approximate | ly funding lines h | nefore IIIA increases | | | | | | | \$2,996,769 | \$749,192 | \$3,745,961 | \$2,996,769 | | - |

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

| Modal Splits Project Total | | \$86,056,142 | | \$81,256,142 |
|----------------------------|---|--------------|---|--------------|
| Modal Splits Available | | \$90,000,000 | | \$84,155,899 |
| Yet to Program | Ś | 3.943.858 | Ś | 2.899.757 |

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.

BICYCLE AND PEDESTRIAN FACILITIES

| Multiuse | Trails and B | cycle 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 | 17449 | Hennepin Co (Equity Bonus Project) | Hennepin | Minneapolis | Park Ave & Portland Ave Bikeway | \$5,500,000 | \$5,500,000 | \$5,500,000 | \$5,500,000 | 2027 | \$5,500,000 | \$2,660,000 | \$8,160,000 | \$5,500,000 | 878 | 100% |
| 2 | 17721 | Minneapolis | Hennepin | Minneapolis | Downtown 9th and 10th St Bikeways | \$4,511,942 | \$4,511,942 | \$4,511,942 | \$4,511,942 | 2027 | \$4,511,942 | \$1,127,985 | \$5,639,927 | \$10,011,942 | 868 | 99% |
| 3 | 17537 | Three Rivers PD (Equity Bonus) | Hennepin | Minnetonka, Plymouth | Eagle Lake Regional Trail | \$3,060,333 | \$3,060,333 | \$3,060,333 | \$3,060,333 | 2026 2027 | \$3,060,333 | \$765,083 | \$3,825,416 | \$13,072,275 | 832 | 95% |
| 4 | 17627 | St Paul | Ramsey | St. Paul | Capital City Bikeway: Phase 3 Kellogg Blvd | \$5,500,000 | \$5,500,000 | \$5,500,000 | \$5,500,000 | 2025 2027 | \$5,500,000 | \$3,935,913 | \$9,435,913 | \$18,572,275 | 819 | 93% |
| 5 | 17629 | St Paul | Ramsey | St. Paul | Capital City Bikeway: Saint Peter St | \$5,500,000 | \$5,500,000 | \$5,500,000 | \$5,500,000 | 2027 | \$5,500,000 | \$2,864,855 | \$8,364,855 | \$24,072,275 | 809 | 92% |
| 6 | 17651 | Minneapolis (Equity Bonus) | Hennepin | Minneapolis | Northside Greenway Phase 1 | \$4,188,954 | \$4,188,954 | \$4,188,954 | \$4,188,954 | 2026 | \$4,188,954 | \$1,047,238 | \$5,236,192 | \$28,261,229 | 802 | 91% |
| 7 | 17614 | Minneapolis | Hennepin | Minneapolis | 2nd St North Bikeway | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | 2024 2026 | \$4,000,000 | \$1,000,000 | \$5,000,000 | \$32,261,229 | 769 | 88% |
| 8 | 17595 | Anoka Co (Resubmittal) | Anoka | Fridley | 44th Ave Bridge Bike/Ped Trail Project | \$2,015,200 | \$2,015,200 | \$2,015,200 | \$2,015,200 | 2023 2024 2025 2026 | \$2,015,200 | \$503,800 | \$2,519,000 | \$34,276,429 | 765 | 87% |
| 9 | 17579 | Mpls Park & Rec (Equity Bonus) Three Rivers PD | Hennepin | Minneapolis Hopkins | East Bank Trail Gap Improvements | \$2,560,000 \$760,000 | \$2,560,000 \$760,000 | \$2,560,000 \$760.000 | \$2,560,000 \$760.000 | 2023 2024 2025 2026 2025 2026 2027 | \$2,560,000 \$760.000 | \$640,000 \$190.000 | \$3,200,000 \$950,000 | \$36,836,429 \$37,596,429 | 750 745 | 85% 85% |
| 11 | 17539 | Three Rivers PD (Equity Bonus) | Hennepin | Brooklyn Center | Nine Mile Creek Regional Trail - 11th Ave Shingle Creek Regional Trail Realignment | \$2.462.240 | \$2,462,240 | \$760,000 | \$2,462,240 | 2025 2026 2027 | \$2,462,240 | \$190,000 | \$3.077.800 | \$40.058.669 | 745 | 85% |
| 12 | 17680 | Inver Grove Heights (Resubmittal) | Dakota | Inver Grove Heights | Inver Grove Heights Babcock Trail | \$419,040 | \$419,040 | \$419,040 | \$419,040 | 2023 2024 2025 2026 2027 | \$419,040 | \$104,760 | \$523,800 | \$40,477,709 | 730 | 83% |
| 13 | 17448 | Hennepin Co | Hennepin | Minneapolis | Marshall St NE Bikeway Project | \$4,912,000 | \$4,912,000 | \$4,912,000 | \$4,912,000 | 2023 2024 2023 2020 2027 | \$4,912,000 | \$1,228,000 | \$6,140,000 | \$45,389,709 | 724 | 82% |
| T-14 | 17582 | Ramsey Co (Resubmittal) | Ramsey | Gem Lake, Vadnais Heights, | Phase 1 Bruce Vento Reg. Trail Extension | Midpoint 1 Carbon Reduction | | \$4,000,000 | \$4,000,000 | 2024 2025 2026 | \$4,000,000 | \$3,000,000 | \$7,000,000 | \$49,389,709 | 719 | 82% |
| T-14 | 17573 | St Paul (Equity Bonus and Resubmittal)* | Ramsey | Newport, St. Paul | Point Douglas Regional Trail Phase 1 | Midpoint 1 Carbon Reduction | | Bike/Ped 1 Carbon Reduction | Bike/Ped 2 Carbon Reduction | 2026 | \$5,500,000 | \$1,375,000 | \$6,875,000 | \$54,889,709 | 719 | 82% |
| T-16 | 17556 | Scott Co (Resubmittal) | Scott | Louisville Township | Merriam Junction Regional Trail | Midpoint 1 Carbon Reduction | | Bike/Ped 1 Carbon Reduction | Bike/Ped 2 Carbon Reduction | 2023 2024 2025 2026 2027 | \$5,500,000 | \$7,650,000 | \$13,150,000 | \$60,389,709 | 703 | 80% |
| T-16 | 17575 | Three Rivers PD | Hennepin | Eden Prairie, Minnetonka | Bryant Lake Regional Trail Construction | | | Bike/Ped 1 Carbon Reduction | | 2026 2027 | \$5,500,000 | \$1,375,000 | \$6,875,000 | \$65,889,709 | 703 | 80% |
| 18 | 17663 | City of Anoka | Anoka | Anoka | Rum River Trail 4th Ave Railroad Crossing | | | | | 2025 2026 2027 | \$556,000 | \$150,000 | \$706,000 | \$66,445,709 | 701 | 80% |
| 19 | 17532 | Three Rivers PD | Hennepin | Brooklyn Park | Shingle Creek Regional Trail: Noble Pkwy | | | | | 2025 2026 2027 | \$1,254,000 | \$313,500 | \$1,567,500 | \$67,699,709 | 700 | 80% |
| 20 | 17541 | Three Rivers PD (Equity Bonus) | Hennepin | Bloomington, Edina | CP Rail Regional Trail- Bloomington/Edina | | | | | 2025 2026 2027 | \$4,665,840 | \$1,166,460 | \$5,832,300 | \$72,365,549 | 696 | 79% |
| 21 | 17711 | Dakota Co (Resubmittal) | Dakota Dakota | Eagan | Fort Snelling State Park UP Rail Overpass | | | | | 2023 2024 2025 2026 2027 | \$3,777,940 | \$944,485 | \$4,722,425 | \$76,143,489 | 689 687 | 78% |
| 22 | 17712 17526 | Dakota Co (Resubmittal) Brooklyn Park | Hennepin | Mendota Heights Brooklyn Park | Valley Park Trail & Underpass Rush Creek Reg. Trail Grade Sep. at CSAH 103 | | | | | 2023 2024 2025 2026 2027 | \$1,372,800 \$1,057,600 | \$343,200 \$264.400 | \$1,716,000 \$1,322,000 | \$77,516,289 \$78,573,889 | 683 | 78% 78% |
| 24 | 17531 | Three Rivers PD | Hennepin | Plymouth | Medicine Lake Reg. Trail Reconstruction | | | | | 2025 2026 2027 | \$2,883,000 | \$720,833 | \$3,603,833 | \$81,456,889 | 680 | 78% |
| 25 | 17687 | Farmington | Dakota | Empire Township, Farmington | North Creek Greenway Reg. Trail - Farmington | | | | | 2026 2027 | \$1,305,600 | \$326,400 | \$1,632,000 | \$82,762,489 | 679 | 77% |
| 26 | 17730 | South St Paul | Dakota | South St. Paul | Bryant Avenue Pedestrian Bridge | | | | | 2024 2025 2026 2027 | \$4.145.600 | \$1,036,400 | \$5,182,000 | \$86,908,089 | 675 | 77% |
| 27 | 17589 | Richfield | Hennenin | Richfield | 73rd St Trail and Bridge Modernization | | | | | 2026 | \$5,500,000 | \$3,700,000 | \$9,200,000 | \$92,408,089 | 671 | 76% |
| 28 | 17599 | Plymouth | Hennepin | Plymouth | Station 73 Transit and Regional Trail Project | | | | | 2024 2025 | \$5,500,000 | \$3,994,800 | \$9,494,800 | \$97,908,089 | 669 | 76% |
| 29 | 17713 | Dakota Co | Dakota | Mendota Heights | Lebanon Greenway TH 149 Trail | | | | | 2025 2026 2027 | \$817,380 | \$204,345 | \$1,021,725 | \$98,725,469 | 666 | 76% |
| 30 | 17648 | Bloomington | Hennepin | Bloomington | Normandale Boulevard Multiuse Trail | | | | | 2025 2026 2027 | \$4,550,000 | \$1,139,021 | \$5,689,021 | \$103,275,469 | 663 | 75% |
| T-31 | 17736 | Dakota Co | Dakota | Rosemount | Rosemount CSAH 42 Trail and Underpass | | | | | 2025 2026 | \$2,480,000 | \$620,000 | \$3,100,000 | \$105,755,469 | 661 | 75% |
| T-31 | 17719 | Lakeville | Dakota | Lakeville | Dodd Blvd Trail Grade Separation Project | | | | | 2026 | \$2,426,400 | \$606,600 | \$3,033,000 | \$108,181,869 | 661 | 75% |
| 33 | 17652 | Lakeville | Dakota | Lakeville | Lake Marion Greenway - Lakeville | | | | | 2025 2026 | \$2,852,110 | \$713,028 | \$3,565,138 | \$111,033,979 | 649 | 74% |
| 34 | 17527 | Brooklyn Park (Equity Bonus) | Hennepin | Brooklyn Park | Highway 252 and 81st Ave Pedestrian Bridge | | | | | 2027 | \$3,144,000 | \$786,000 | \$3,930,000 | \$114,177,979 | 646 | 74% |
| 35 | 17565 | Three Rivers PD | Hennepin | Golden Valley | Bassett Creek Regional Trail - Golden Valley | | | | | 2025 2026 2027 | \$2,604,640 | \$651,169 | \$3,255,809 | \$116,782,619 | 634 | 72% |
| 36 | 17568 | Dakota Co | Dakota | Mendota Heights, West St. Paul | Delaware Ave Trail and Sidewalk Connections | | | | | 2025 2026 | \$541,600 | \$135,400 | \$677,000 | \$117,324,219 | 632 | 72% |
| 37 | 17689 | Three Rivers PD | Hennepin | Champlin | West Miss. River Reg. Trail: South Segment | | | | | 2026 2027 | \$2,932,160 | \$733,040 | \$3,665,200 | \$120,256,379 | 628 | 72% |
| 38 | 17631 | Carver Co (Resubmittal) | Carver | Chanhassen, Eden Prairie | MN River Bluffs Regional Trail | | | | | 2025 2026 2027 | \$1,688,320 | \$422,080 | \$2,110,400 | \$121,944,699 | 625 | 71% |
| 39 | 17714 | Dakota Co | Dakota | Eagan, Inver Grove Heights | Veterans Memorial Greenway Trail and Bridge | | | | | 2025 2026 2027 | \$2,800,000 | \$700,000 | \$3,500,000 | \$124,744,699 | 620 | 71% |
| 40 | 17566 | Three Rivers PD | Hennepin | Orono, Wayzata | Dakota Rail - Luce Line Connector | | | | | 2026 2027 | \$2,741,333 | \$685,333 | \$3,426,666 | \$127,486,032 | 614 | 70% |
| 41 | 17720 | Woodbury | Washington | Woodbury | Woodbury Gold Line Station Trail Connection | | | | | 2024 2025 2026 2027 | \$963,920 | \$240,980 | \$1,204,900 | \$128,449,952 | 608 | 69% |
| T-42 | 17653 17688 | Burnsville Three Rivers PD | Dakota | Burnsville | Lake Marion Greenway Trail Gap - Sunset Pond Park | | | | | 2025 2026 2026 2027 | \$1,094,673 \$3.000.000 | \$273,668 \$750.000 | \$1,368,341 \$3,750,000 | \$129,544,625 \$132,544,625 | 601 601 | 69% 68% |
| T-42 | 17688 | Washington Co | Hennepin Washington | Champlin Hugo | West Miss. River Reg. Trail: North Segment Hardwood Creek Regional Trail Extension | | | | | 2026 2027 | \$3,000,000 | \$131,600 | \$3,750,000 | \$132,544,625 | 600 | 68% |
| T-44 | 17/32 | Carver Co | Carver | Chaska | Ravine Trail | | | | | 2025 2026 2027 | \$4,573,840 | \$1,143,460 | \$5,717,300 | \$137,644,865 | 600 | 68% |
| 46 | 17658 | Eden Prairie | Hennepin | Eden Prairie | Flying Cloud Drive Trail | | | | | 2024 2025 2026 | \$3,271,000 | \$820.000 | \$4,091,000 | \$140,915,865 | 585 | 67% |
| 47 | 17530 | Three Rivers PD | Hennepin | Orono | Lake Independence Reg. Trail Reconstruction | | | | | 2025 2026 2027 | \$2,070,000 | \$517,500 | \$2,587,500 | \$142,985,865 | 576 | 66% |
| 48 | 17690 | Three Rivers PD | Hennepin | Greenfield, Rockford | Crow River Reg. Trail | | | | | 2026 2027 | \$1,000,000 | \$250,000 | \$1,250,000 | \$143,985,865 | 480 | 55% |
| 49 | 17646 | Oakdale | Washington | Oakdale | Multiuse Trail Bridge over I-694 | | | | | 2025 2026 | \$924,000 | \$231,000 | \$1,155,000 | \$144,909,865 | 430 | 49% |
| *Project | also received | federal congressionally directed funding | g for prelim. engi | neering. | Total | \$45,389,709 | \$45,389,709 | \$49,389,709 | \$49,389,709 | | \$144,909,865 | \$54,797,896 | \$199,707,761 | | | - |

| Pedestria | n 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 Rout | es 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% |
| Note: Thi | ck black unde | erlines in each list indicate approximately | funding lines b | efore IIJA increases. | 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 IIIA increase 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 | Г | -\$3.468 | \$1.431 | -\$105.223 |

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 |
|------|-------|----------------|--------|---------|--|---------------|-------------------|-------------|-----------------|-----------------------|-----------------|
| | | | | | | | | | | Culliulative | |
| 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 | |
| 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 | | 2 | 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% | \$ 38,931,35 | 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% | \$ 171,664,48 | 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% | \$ 81,907,55 | 3 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% | \$ 11,736,12 | 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 | 9 | \$ 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)

| regional 30 | incitation i unui | | /ucy (2 | -0- | T LOLU UIIU | Diant 20 | ozz maponi | Cocinario | , with cars | on Optio | , | | | | | | | |
|-------------|-------------------|-------|---------|-----|-------------|----------|-------------|-----------|-------------|----------|-------------|-------|-------------------|-------|-------------------|-------|---------------------|---------|
| | 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 Pop % Jobs % 2014-2020 2014 - 2022 Population 2014 2016 2018 2020 2022 Percent County 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% Anoka 366,888 12% 2% \$ Carver 108.891 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% \$ 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% 17.9% 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% \$ 85,027,553 21.6% \$ 217,022,821 4.6% 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% 55,175,857 270.805 12.899.776 7,654,880 4,860,800 2.5% \$ 11,818,248 37,233,704 4.5% S 60,633,704 5.0% Washington 6.3% \$ 3.5% \$ 5.9% \$ 23,400,000 6.0% 8% 5% 3,186,349 \$ 201,025,055 \$ 820,396,636 1,210,961,665 \$ 206,027,781 \$ 220,073,258 \$ 193,270,542 390,565,029

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% | \$ 78,649,83 | 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% | \$ 43,728,64 | 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% | \$ 71,533,73 | 5 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% | \$ 413,815,72 | 2 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% | \$ 131,995,26 | 3 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% | \$ 43,439,72 | 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% | \$ 37,233,70 | 4 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 | | \$ 820,396,63 | 5 | \$ 390,671,683 | } | \$ 1,211,068,319 | |

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

| | Overa | l | Midpoint Scenario with Carbon Option 1 | | | | | | Midpoint Scenario with Carbon Option 2 | | | | | |
|--|--------------------|--------------------------|--|---------------|-----------------------------------|--------------------------------------|--|------------------------|--|-----------------------------------|--------------------------------------|--|--|--|
| Investment Categories | 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% | | | |
| Multiuse 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

| | Overall | | Bike/Ped Heavy Scenario with Carbon Option 1 | | | | | Bike/Ped Heavy Scenario with Carbon Option 2 | | | | | |
|--|--------------------|--------------------------|--|---------------|-----------------------------------|--------------------------------------|--|--|---------------|-----------------------------------|--------------------------------------|--|--|
| Investment Categories | 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% | - | |
| Multiuse 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

| | Total Projects* | Total Federal Request | N | /lidpoint Scenari | o with Carbon Option 1 | | Midpoint Scenario with Carbon Option 2 | | | | |
|-----------------------|-----------------|--------------------------|------------------------|-------------------|------------------------|--------------|--|--------------|---------------|--------------|--|
| Investment Categories | | | 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 | e/Ped Heavy Scena | rio with Carbon Option | L | 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 | ı | \$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.











