

# Action Transmittal

Transportation Advisory Board



**Meeting Date:** July 17, 2024

**Date:** July 10, 2024

## Action Transmittal: 2024-31

2024 Regional Solicitation Project Selection

**To:** Transportation Advisory Board  
**From:** Technical Advisory Committee  
**Prepared By:** Steve Peterson, Mgr. of Highway Planning and TAB/TAC Process (651-602-1819)

### Requested Action

TAB requests that the technical committees provide a technical review and pros and cons for the three 2024 Regional Solicitation funding options, including the 17 Active Transportation projects, and, if desired, recommend a preferred funding option.

### Recommended Motion

That the TAB approve:

- Funding the projects in the attached Option 4: Hybrid Option (funds all projects in Bike/Pedestrian and Safety options, plus the final Transit Modernization project and final two Safe Routes to School projects);
- Funding the 17 Active Transportation projects shown as part of each of the attached funding options

### Summary

TAB requested technical input on the level of overprogramming that is appropriate given recent history and potential future needs. Four Regional Solicitation funding options, the “1. Closest to Midpoint” option, the “2. Safety” option, the “3. Bike/Pedestrian” option, and the “4. Hybrid” option are provided for TAB’s consideration. Active Transportation regional sales tax revenue will also be used to fund eligible Active Transportation projects as part of a grants management pilot project. The Met Council will be managing the grants and providing oversight whereas typically the awards are managed by MnDOT State-Aid.

### Background and Purpose

Using TAB’s modal funding ranges as guidance, staff initially established three funding options, with a fourth developed with input at the June 20, 2024, TAC Funding and Programming Committee. The modal funding ranges established by TAB include the following: Roadways (46% - 65%), Transit/TDM (25% - 35%), and Bicycle/Pedestrian (9% - 20%). These options are designed prior to any inclusion of Active Transportation funds (addressed below).

The following funding options are provided for the Committee’s consideration:

1. Closest to Midpoint Option: This option is similar to TAB’s past selection history dating back to 2014. The option focuses on the midpoints of the TAB-approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian). Due to a minimal

- receipt of applications, Transit/TDM falls below the midpoint even after funding all of the Transit and TDM applications. All three modes are funded within the prescribed ranges.
2. **Safety Option:** Given recent committee emphasis on safety, staff set out to create a midpoint-based option that favors projects that score high in safety-related measures. Because it is uncommon to find greatly different safety scores at the margins, the difference from the Closest to the Midpoint option is minimal. The option funds three fewer projects than the Closest to the Midpoint, due to the addition of a \$7M roadway reconstruction project. Transit does not include safety as a scoring measure and the reduction in projects leaves the Transit/TDM mode at 24.8%, 0.2% below the minimum of its range.
  3. **Bike/Ped Option:** Based on recent public feedback regarding modal distribution, staff designed a Bike/Ped option that goes to the top of the bike/pedestrian modal funding range (i.e., 20% of the federal funds and shifts an additional \$15M to this modal area). Given the small range of funding in the bike/ped categories, this is a small change in comparison to the two midpoint options, though it does fund five extra bike/ped projects versus those other two funding options.
  4. **Hybrid Option:** Based on TAB feedback on wanting to build a consensus and general interest in the Safety and Bike/Ped options, TAC Funding and Programming Committee developed a hybrid option, which is meant to fund all of the projects in both the Safety and Bike/Ped options without losing projects in the other modes. It also funds the last transit modernization project and last two Safe Routes to School projects (based on TAB direction). Due to their small funding request, the two Safe Routes to School projects and one multiuse trail project are proposed to be funded with a \$3M increase in Active Transportation funds. This hybrid option includes overprogramming of 14%, whereas the other options are closer to 10%, which is consistent with TAB direction to explore what could be done with additional overprogramming.

**Table 1: Pros and Cons of Each Option**

<b>Option</b>	<b>Pros</b>	<b>Cons</b>
1. Closest to Midpoint	<ul style="list-style-type: none"> <li>• Transit within modal range</li> </ul>	<ul style="list-style-type: none"> <li>• Standard approach</li> </ul>
2. Safety	<ul style="list-style-type: none"> <li>• General interest from TAB in this option</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal change from Option 1</li> <li>• Difficult to determine whether this is the best safety scenario</li> <li>• Transit 0.2% below modal range.</li> </ul>
3. Bike/Ped	<ul style="list-style-type: none"> <li>• General interest from TAB in this option.</li> <li>• Transit within modal range</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal change from Option 1</li> <li>• Modal ranges provide minimal addition of bike/ped projects</li> <li>• Bike/ped 0.7% above modal range</li> </ul>
4. Hybrid	<ul style="list-style-type: none"> <li>• Funds all of the projects in the two funding options TAB discussed the most.</li> <li>• Funds the last two Safe Routes to School projects without losing funding to other modes.</li> <li>• Highest monetized safety benefit.</li> <li>• Highest number of intersections with ADA improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• At the upper end of what is reasonable for overprogramming.</li> <li>• Transit is 0.9% below modal range</li> </ul>

Based on previous direction from the Active Transportation Working Group and TAB, the funding options shown at the June TAB meeting displayed programming roughly \$15.8M of Active Transportation funding for a grants management pilot program. The 14 Active Transportation projects shown at the time included two Multiuse Trails and Bicycle Facilities projects, seven Pedestrian Facilities projects, and seven Safe Routes to School projects. For this pilot project, Active Transportation funding will include a 20% match, as occurs with the federal funds, though this will be revisited for future solicitations. AT projects funded with

regional sales tax revenues will be programmed in calendar years 2025 and 2026. The AT projects are above and beyond any federal funding as called for in the legislation.

At the June TAB meeting, the Board asked staff to investigate investing some additional overprogramming funds with a focus on bike/ped projects. In doing so, staff discussed adding three additional small projects (two Safe Routes to School and one trail project) to the pilot that were \$1M or less (total less than \$3M) with the Active Transportation Working Group on June 27, 2024. Doing so, as reflected in Option 4, would bring some new communities into the pilot, add new agency types (i.e., a parks agency, which is a type of agency currently not represented in the pilot), and, most importantly, avoid adding federal funds/federalizing very small projects, which should be avoided if possible. The funding of these three additional bike/ped projects follows TAB's direction and uses a more appropriate funding source given the small project size. The 17 total Active Transportation projects would result in \$18.7M of total AT investment of the regional sales tax.

### **Notes on Changes Within Funding Options**

Several committee members have discussed assigning minimum scores or percentages of the top score below which projects could not be funded. Staff cautions against this for several reasons, including the following:

- Several categories, particularly Transit Expansion and Modernization, tend to have large outlier projects connected to transitways, which leads to large scoring gaps and lower scores in general. The large drops in scores are arbitrary and not a fair comparison to percentages in other categories.
- Multiuse Trails and Bicycle Facilities includes several measures that lend themselves to very high scores (Little spread in RBTN, many qualitative scores, few deductions in risk assessment). This leads to higher scores overall and more bunching of scores
- In transit, there are very few applicants, which leads to shorter lists of applications. This is not a reflection of need/demand and probably contributes to the larger scoring gaps.
- Some, but not all, measures are automatically awarded the top score. For example, in Bridges, no project was in a regional truck freight corridor and all should have earned zero points. But per scoring guidance, they were all awarded 100% of the points.

### **Relationship to Regional Policy**

The Regional Solicitation is a key responsibility of the TAB. Through this process, federal funds can be directed to a variety of locally initiated projects that help implement regional transportation and development policies. The Regional Solicitation is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area.

### **Committee Comments and Action**

While no action was taken at the Transportation Advisory Board (TAB) meeting on June 12, 2024, several members expressed a preference towards funding the two remaining Safe Routes to School projects along with an increase (\$5M to \$8M) in overprogramming above the existing \$25M (10%), with a focus on bike/ped. There was a general sentiment among TAB members to come together on one option or a melding of the best parts of two or more of the options. There was a preference for building consensus as opposed to passing a motion for a funding option on a split vote.

At its June 20, 2024, meeting, the TAC Funding and Programming Committee unanimously recommended:

- That TAB overprogram to 14% for Bike/Pedestrian and Safety funding options, and use available \$2M in funding for the final Transit Modernization project (shown as Option 4: Hybrid Option);
- That TAB funds the 17 Active Transportation projects shown as part of each of the funding options.

- That staff provide pros and cons for the 2024 Regional Solicitation funding options as based on the committee discussion.

Members suggested that adding Option 4: Hybrid Option funds more bike/ped options without loss of other projects.

At its July 3, 2024, meeting, the Technical Advisory Committee voted unanimously to recommend that TAB:

- Fund the projects in the attached Option 4: Hybrid Option (funds all projects in Bike/Pedestrian and Safety options, plus the final Transit Modernization project and final two Safe Routes to School projects);
- Fund the 17 Active Transportation projects shown as part of each of the attached funding options

Members preferred the Hybrid option because it has the best coverage of key outcomes (e.g., monetized safety benefits and intersections with ADA improvements) and funds all the bike/ped projects from the bike/ped option (plus two additional Safe Routes to School projects) along with an extra transit project. Members were comfortable with 14% overprogramming given that project delays are likely to occur and that history shows the next federal authorization will include an increase in funding.

### Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	June 20, 2024
Technical Advisory Committee	Review & Recommend	July 3, 2024
Transportation Advisory Board	Review, Approve, and Forward for Concurrence	<i>July 17, 2024</i>
Transportation Committee	Review & Recommend	<i>August 12, 2024</i>
Metropolitan Council	Review & Concur	<i>August 28, 2024</i>



**Key Differences Summary**

Variables	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid
Total Projects Funded	71	68	70	76
<b>Total Roadways Applications</b>	40	40	40	40
Projects Funded	27	28	25	28
<b>% Funding of Mode (Excluded Active Transportation \$)</b>	58.1%	60.5%	54.3%	56.9%
<b>% of Applications Funded</b>	27/40 (68%)	28/40 (70%)	25/40 (63%)	28/40 (70%)
Traffic Management Technologies	2	2	2	2
Spot Mobility and Safety	9	9	8	9
Strategic Capacity	4	4	4	4
Roadway Reconstruction-Modernization	10	11	9	11
Bridges	2	2	2	2
<b>Total Transit/TDM Applications</b>	17	17	17	17
Projects Funded	17	13	13	14
<b>% Funding of Mode</b>	27.1%	24.8%	25.0%	24.1%
<b>% of Applications Funded</b>	17/17 (100%)	13/17 (76.5%)	13/17 (76.5%)	14/17 (82.4%)
Transit Expansion	5	4	4	4
Transit Modernization	4	3	3	4
Arterial Bus Rapid Transit	1	1	1	1
TMO/TDM Setaside	2	2	2	2
Travel Demand Management	5	3	3	3
<b>Total Bike/Ped Applications</b>	65	65	65	65
Projects Funded	27	27	32	34
<b>% Funding of Mode (Excluded Active Transportation \$)</b>	14.8%	14.7%	20.7%	19.0%
<b>% Funding of Mode (Includes AT)</b>	21.2%	21.1%	27.2%	26.1%
<b>% of Applications Funded</b>	27/65 (41.5%)	27/65 (41.5%)	32/65 (49.2%)	34/65 (52.3%)
Multiuse Trails and Bike Facilities	8	8	12	12
Pedestrian Facilities	11	11	12	12
Safe Routes to School	8	8	8	10
Federal Dollars Awarded	\$246M	\$248M	\$246M	\$264M
Active Transportation Dollars Awarded	\$15.8M	\$15.8M	\$15.8M	\$18.8M
Other Local Dollars Leveraged	\$263.6M	\$266.3M	\$259.1M	\$275.9M
Total Investment	\$525.5M	\$530.1M	\$520.9M	\$558.7M

Key Outcomes				
Equity Bonus Project	29 out of 49	30 out of 49	32 out of 49	34 out of 49
Roadways Safety High Score (Crashes)	4 out of 4	4 out of 4	4 out of 4	4 out of 4
Roadways Safety High Score (Ped)	4 out of 4	4 out of 4	4 out of 4	4 out of 4
Bike/Ped Deficiencies/Safety High Score	3 out of 3	3 out of 3	3 out of 3	3 out of 3
Monetized Safety Benefit (Roadway Projects Only, Excluding Bridges)	\$287.5M	\$293.1M	\$285.4M	\$293.1M
Intersections with ADA Improvements	465	473	484	509
Counties with Investment within Border (Project Location)	7	7	7	7
Cities/Townships with Investment within Border (Project Location)	48	48	48	52
Different Applicants Funded	32	31	31	32

**Traffic Management Technologies**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20334	Anoka Co *^#	CSAH 1 (East River Road) Traffic Management Technology Im	Anoka	Anoka, Coon Rapids, Fridley	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$2,760,000	\$ 6,260,000	\$3,500,000	100%	1031
2	20488	Washington Co	Washington County Traffic Signal Battery Backup Systems	Washington	Woodbury, Oakdale, Lake Elmo		\$532,000	\$532,000	\$532,000	\$532,000	\$532,000	\$133,000	\$ 665,000	\$4,032,000	82%	843
* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project						\$3,500,000	\$4,032,000	\$4,032,000	\$4,032,000	\$4,032,000						

**Spot Mobility and Safety**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20412	Savage #	TH 13 and Quentin Ave Innovative Intersection	Scott	Savage	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$26,329,000	\$ 29,829,000	\$3,500,000	100%	993
2	20217	Little Canada ^	Little Canada Road and Country Drive Intersection	Ramsey	Little Canada	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$5,414,000	\$ 8,914,000	\$7,000,000	77%	766
3	20494	Washington Co *	Highway 61 and County Road 50 Intersection	Washington	Forest Lake	\$1,674,880	\$1,674,880	\$1,674,880	\$1,674,880	\$1,674,880	\$1,674,880	\$418,720	\$ 2,093,600	\$8,674,880	66%	655
4	20374	Bloomington	CSAH 1 and Old Cedar Avenue Intersection Safety Improvements	Hennepin	Bloomington	\$2,747,824	\$2,747,824	\$2,747,824	\$2,747,824	\$2,747,824	\$2,747,824	\$686,956	\$ 3,434,780	\$11,422,704	65%	646
5	20331	Anoka Co	CSAH 14 and CSAH 23 Intersection Project	Anoka	Lino Lakes	\$2,137,360	\$2,137,360	\$2,137,360	\$2,137,360	\$2,137,360	\$2,137,360	\$534,340	\$ 2,671,700	\$13,560,064	62%	616
6	20181	Dakota Co	Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage Road	Dakota	Burnsville		\$1,901,760	\$1,901,760	\$1,901,760	\$1,901,760	\$1,901,760	\$475,440	\$ 2,377,200	\$15,461,824	58%	579
7	20144	Carver Co	CSAH 11 and CSAH 44 Intersection Improvements (project funded in the HSIP solicitation)	Carver	Chaska & Dahlgren Township		\$0	\$0	\$0	\$0	\$1,988,000	\$497,000	\$ 2,485,000	\$17,449,824	57%	568
8	20081	Richfield	Richfield 76th Street and Knox Avenue Intersection Improvement	Hennepin	Richfield		\$2,687,040	\$2,687,040	\$2,687,040	\$2,687,040	\$2,687,040	\$671,760	\$ 3,358,800	\$20,136,864	44%	442
9	20492	Washington Co	CSAH 16 and Settlers Ridge Parkway Intersection in the City of	Washington	Woodbury		\$2,384,160	\$2,384,160		\$2,384,160	\$2,384,160	\$596,040	\$ 2,980,200	\$22,521,024	37%	366
10	20333	Anoka Co	CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout	Anoka	Lino Lakes						\$1,740,051	\$435,013	\$ 2,175,064	\$24,261,075	33%	323
* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project						\$13,560,064	\$20,533,024	\$20,533,024	\$18,148,864	\$20,533,024						

**STRATEGIC CAPACITY**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20480	Burnsville *	Highway 13 Lynn to Washburn Safety & Mobility Project	Dakota, Scott	Burnsville, Savage	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$2,500,000	\$84,664,100	\$10,000,000	100%	1126
2	20330	Anoka Co ^	TH 65/Bunker Lake Boulevard Interchange	Anoka	Ham Lake, Blaine	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$27,125,000	\$37,125,000	\$20,000,000	65%	735
3	20139	Coon Rapids	TH 610 and East River Road Interchange Reconstruction	Anoka	Coon Rapids	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$25,687,000	\$35,687,000	\$30,000,000	51%	573
4	20186	Dakota Co	CSAH 46 Expansion Safety and Mobility Project	Dakota	Coates, Rosemount, Empire		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$31,600,000	\$41,600,000	\$40,000,000	40%	448
5	20195	Carver Co	Highway 5 Victoria Mobility & Safety Project	Carver	Victoria						\$10,000,000	\$9,158,200	\$19,158,200	\$50,000,000	35%	395
6	20050	Dakota Co	I-35/CR 5/50 Interchange Reconstruction	Dakota	Lakeville						\$10,000,000	\$22,670,000	\$32,670,000	\$60,000,000	30%	337
* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project						\$30,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000						

Draft Funding Scenarios-Roadways

STBGP, TA, CMAQ Carbon Reduction

**ROADWAY RECONSTRUCTION-MODERNIZATION**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20240	Saint Paul ^#	Robert Street Reconstruction	Ramsey	Saint Paul	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$14,825,000	\$ 21,825,000	\$ 7,000,000	100%	895
2	20253	Bloomington #	Bloomington W 98th Street at I-35W Modernization Project	Hennepin	Bloomington	\$3,455,040	\$3,455,040	\$3,455,040	\$3,455,040	\$3,455,040	\$3,455,040	\$863,760	\$ 4,318,800	\$ 10,455,040	96%	860
3	20434	Hastings	Hastings Highway 61 Modernization	Dakota	Hastings	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$14,408,861	\$ 21,408,861	\$ 17,455,040	96%	859
4	20242	Anoka (City) *	TH 47 at BNSF Railroad Crossing	Anoka	Anoka	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$12,848,000	\$ 19,848,000	\$ 24,455,040	88%	788
5	20032	Hennepin Co	CSAH 5 (Minnetonka Blvd) Phase 2 Reconstruction Project	Hennepin	St. Louis Park	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$13,800,000	\$ 20,800,000	\$ 31,455,040	85%	760
6	20486	Saint Francis #	TH 47/St. Francis Blvd Modernization	Anoka	St. Francis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$10,988,868	\$ 17,988,868	\$ 38,455,040	80%	716
7	20236	Minneapolis #	University Avenue NE (TH 47) Complete Streets Project (Cent	Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$2,232,520	\$ 9,232,520	\$ 45,455,040	79%	708
8	20245	Minneapolis #	7th St S Reconstruction and Modernization	Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$4,764,500	\$ 11,764,500	\$ 52,455,040	79%	704
9	20035	Hennepin Co #	CSAH 152 (Cedar Ave) Phase 2 Reconstruction Project	Hennepin	Minneapolis		\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$8,140,000	\$ 15,140,000	\$ 59,455,040	75%	672
10	20194	Carver Co	TH 5 and TH 41 Intersection Modernization	Carver	Chaska, Chanhassen		\$7,000,000	\$7,000,000		\$7,000,000	\$7,000,000	\$6,526,900	\$ 13,526,900	\$ 66,455,040	71%	635
11	20033	Hennepin Co #	CSAH 23 (Marshall St NE) Phase 2 Reconstruction Project	Hennepin	Minneapolis			\$7,000,000		\$7,000,000	\$7,000,000	\$4,280,000	\$ 11,280,000	\$ 73,455,040	70%	624
12	20036	Hennepin Co #	CSAH 153 (Lowry Ave NE/Kenzie Terr) Phase 3 Reconstructio	Hennepin	Minneapolis, St. Anthony						\$7,000,000	\$6,090,000	\$ 13,090,000	\$ 80,455,040	67%	601
13	20080	Richfield #	Richfield West 76th Street Modernization	Hennepin	Richfield, Edina						\$3,857,192	\$964,298	\$ 4,821,490	\$ 84,312,232	61%	544
14	20136	Crystal #	W. Broadway Avenue and Douglas Drive Roundabout Modern	Hennepin	Crystal						\$3,638,632	\$909,658	\$8,600,000	\$ 87,950,864	60%	533
15	20034	Hennepin Co	CSAH 30 (93rd Ave) Reconstruction Project	Hennepin	Brooklyn Park, Maple Grove, Osseo						\$7,000,000	\$5,190,000	\$ 12,190,000	\$ 94,950,864	58%	515
16	20041	Dakota Co	117th Street Reconstruction and Modernization	Dakota	Inver Grove Heights						\$4,870,000	\$17,467,095	\$ 22,337,095	\$ 99,820,864	50%	443
17	20490	Washington Co	CSAH 17 Corridor Improvements in Lake Elmo: CSAH 14 to 41	Washington	Lake Elmo						\$7,000,000	\$2,222,800	\$ 9,222,800	\$ 106,820,864	46%	411
						\$52,455,040	\$66,455,040	\$73,455,040	\$59,455,040	\$73,455,040						

\* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

**BRIDGES**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20043	Ramsey Co #	Replacement of Bridge 62519, CR C (CSAH 23) over the Burl	Ramsey	Roseville	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 1,848,926	\$ 8,848,926	\$ 7,000,000	100%	931
2	20297	Minneapolis #	Cedar Lake Road Bridge Replacement Over BNSF Railway	Hennepin	Minneapolis	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 1,213,600	\$ 6,068,000	\$ 11,854,400	97%	903
3	20037	Hennepin Co #	CSAH 40 (Glenwood Ave) Bridge Replacement	Hennepin	Minneapolis						\$ 3,304,000	\$ 826,000	\$ 4,130,000	\$ 15,158,400	91%	845
4	20038	Hennepin Co	CSAH 121 (Fernbrook Ln) Bridge Replacement	Hennepin	Maple Grove						\$ 1,968,000	\$ 492,000	\$ 2,460,000	\$ 17,126,400	85%	788
5	20039	Hennepin Co #	CSAH 146 (Brown Rd) Bridge Replacement	Hennepin	Orono						\$ 2,672,000	\$ 668,000	\$ 3,340,000	\$ 19,798,400	79%	736
						\$11,854,400	\$11,854,400	\$11,854,400	\$11,854,400	\$11,854,400						

# = Equity Bonus Project

Total Roadway Spending \$111,369,504 \$142,874,464 \$149,874,464 \$133,490,304 \$149,874,464

**TRANSIT EXPANSION**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20313	MVTA #	MOA to MN Zoo Service		X	Dakota, Hennepin	Bloomington, Apple Valley, Eagan	\$4,546,614	\$4,546,614	\$4,546,614	\$4,546,614	\$4,546,614	\$4,546,614	\$1,136,654	\$5,683,268	\$4,546,614	100%	1011
2	20315	MVTA	4FUN Service Expansion		X	Dakota	Apple Valley, Rosemount	\$2,957,100	\$2,957,100	\$2,957,100	\$2,957,100	\$2,957,100	\$2,957,100	\$739,275	\$3,696,375	\$7,503,714	95%	960
3	20306	Metro Transit	Metro Transit micro - Minnetonka Expansion		X	Hennepin	Minnetonka	\$4,253,600	\$4,253,600	\$4,253,600	\$4,253,600	\$4,253,600	\$4,253,600	\$1,063,400	\$5,317,000	\$11,757,314	66%	666
4	20237	Metro Transit #	Metro transit micro - G Line Expansion		X	Dakota	Mendota Hts, Mendota, Lilydale, W St. Paul, Inver Grove Hts	\$3,986,533	\$3,986,533	\$3,986,533	\$3,986,533	\$3,986,533	\$3,986,533	\$996,633	\$4,983,166	\$15,743,847	60%	610
5	20314	MVTA	Apple Valley Transit Station to Dakota County Technical College Service		X	Dakota, Hennepin, Scott	Prior Lake, Shakopee, Savage, Burnsville, Eagan, Bloomington		\$2,212,232				\$2,212,232	\$553,058	\$2,765,290	\$17,956,079	53%	537
# = Equity Bonus Project								\$15,743,847	\$17,956,079	\$15,743,847	\$15,743,847	\$15,743,847						

**TRANSIT MODERNIZATION**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20075	Metro Transit #	Blue Line Franklin Ave Station Renovation			Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$5,750,000	\$12,750,000	\$7,000,000	100%	937
2	20308	MVTA	Burnsville Transit Station Mobility Hub		X	Dakota	Burnsville	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$1,400,000	\$7,000,000	\$12,600,000	58%	541
3	20310	MVTA #	Eagan Transit Station Modernization		X	Dakota	Eagan		\$1,709,062	\$1,709,062	\$1,709,062	\$1,709,062	\$1,709,062	\$427,265	\$2,136,327	\$14,309,062	51%	475
4	20309	MVTA	Eagan Bus Garage Modernization		X	Dakota	Eagan		\$2,142,482			\$2,142,482	\$2,142,482	\$535,620	\$2,678,102	\$16,451,543	46%	430
# = Equity Bonus Project								\$12,600,000	\$16,451,543	\$14,309,062	\$14,309,062	\$16,451,543						

**Arterial Bus Rapid Transit**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
		Metro Transit	H Line	X		Ramsey, Hennepin	St. Paul, Minneapolis	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$6,250,000	\$31,250,000	\$25,000,000	N/A	
								\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000						

**TMO/TDM**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
			TMO Setaside for 2028-2029	N/A	N/A			\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$1,250,000	\$6,250,000	\$5,000,000	N/A	
			TDM Setaside for 2028-2029	N/A	N/A			\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$6,200,000	N/A	
								\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000						

**Travel Demand Management**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20462	HourCar #	Expanding Access to the Benefits of Electrified Transportation	N/A	N/A	Hennepin, Ramsey	Mpls, St. Paul, St. Louis Park, Hopkins, Richfield, Bloomington, Little Canada	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$125,000	\$625,000	\$500,000	100%	1089
2	20311	MVTA	Travel Training Program	N/A	N/A	Dakota, Scott	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$100,000	\$500,000	\$900,000	89%	974
3	20489	Move Minnesota #	Embracing East Metro Transit Expansions Through Events	N/A	N/A	Ramsey, Washington	Saint Paul, Roseville, Woodbury, Maplewood, Oakdale	\$492,349	\$492,349	\$492,349	\$492,349	\$492,349	\$492,349	\$123,088	\$615,437	\$1,392,349	67%	732
4	20312	MVTA	Event Service Coordination Program	N/A	N/A	Dakota	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount		\$400,000				\$400,000	\$100,000	\$500,000	\$1,792,349	60%	649
5	20439	Minneapolis Park and Rec	Cycling elderly to and within Minneapolis city parks	N/A	N/A	Hennepin	Minneapolis		\$285,450				\$285,450	\$71,363	\$356,813	\$2,077,799	53%	579
# = Equity Bonus Project								\$1,392,349	\$2,077,799	\$1,392,349	\$1,392,349	\$1,392,349						

Total Transit/TDM Spending \$59,736,196 \$66,485,421 \$61,445,257 \$61,445,257 \$63,587,739



Draft 2024 Funding Scenarios-Bicycle and Pedestrian

STBGP, TA, CMAQ Carbon Reduction Active Transportation (AT)

Additional Overprogramming

MULTIUSE TRAILS AND BICYCLE FACILITIES

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20260	Hennepin Co #	CSAH 152 (Washington Ave) Bikeway Project	Hennepin	Minneapolis	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$4,070,000	\$9,570,000	\$5,500,000	100%	1003
2	20235	Minneapolis #	Northside Greenway Phase 2	Hennepin	Minneapolis	\$2,865,490	\$2,865,490	\$2,865,490	\$2,865,490	\$2,865,490	\$2,865,490	\$716,373	\$3,581,863	\$8,365,490	95%	955
3	20243	Minneapolis *	University Avenue and 4th Street Separated Bicycle Facilities	Hennepin	Minneapolis	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$2,860,130	\$8,360,130	\$13,865,490	95%	950
4	20222	Minneapolis #	E/W 34th St Neighborhood Greenway	Hennepin	Minneapolis	\$3,024,000	\$3,024,000	\$3,024,000	\$3,024,000	\$3,024,000	\$3,024,000	\$756,000	\$3,780,000	\$16,889,490	91%	912
5	20170	Three Rivers PD #	CP Rail Regional Trail: North Segment (New Construction)	Hennepin	New Hope, Crystal, Golden Valley	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$1,575,384	\$7,075,384	\$22,389,490	87%	876
6	20196	Dakota Co	CSAH 42 Trail Gap Project	Dakota	Burnsville		\$1,444,000	\$1,444,000	\$1,444,000	\$1,444,000	\$1,444,000	\$361,000	\$1,805,000	\$23,833,490	86%	863
7	20254	Hennepin Co	CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project	Hennepin	Minneapolis		\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$3,560,000	\$9,060,000	\$29,333,490	86%	861
8	20247	Farmington #	North Creek Greenway - Farmington	Dakota	Farmington		\$1,579,776	\$1,579,776	\$1,579,776	\$1,579,776	\$1,579,776	\$394,944	\$1,974,720	\$18,469,266	85%	857
9	20173	Three Rivers PD #	North Cedar Lake Regional Trail - Reconstruction	Hennepin	St. Louis Park, Hopkins				\$4,104,674	\$4,104,674	\$4,104,674	\$1,026,168	\$5,130,842	\$33,438,164	84%	845
10-T	20166	Three Rivers PD #	Shingle Creek Regional Trail - Reconstruction	Hennepin	Brooklyn Park	Potential New AT			\$966,963	\$966,963	\$966,963	\$241,741	\$1,208,704	\$34,405,127	84%	844
10-T	20174	Three Rivers PD #	CP Rail Regional Trail - South Segment (New Construction/Reconstruction)	Hennepin	Edina, Bloomington				\$5,500,000	\$5,500,000	\$5,500,000	\$1,723,698	\$7,223,698	\$39,905,127	84%	844
12	20226	Dakota Co #	River to River Greenway Valley Park Trail & TH 149 Underpass	Dakota	Mendota Heights				\$2,080,000	\$2,080,000	\$2,080,000	\$520,000	\$2,600,000	\$41,985,127	82%	823
13	20261	Three Rivers PD #	Medicine Lake Regional Trail: East Segment (Reconstruction)	Hennepin	Plymouth						\$3,137,078	\$784,269	\$3,921,347	\$45,122,205	82%	821
14	20227	Dakota Co	North Creek Greenway CSAH 42 Trail and Crossing	Dakota	Apple Valley						\$2,100,000	\$525,000	\$2,625,000	\$47,222,205	82%	819
15	20493	Shakopee	Stagecoach Rd Trail	Scott	Shakopee						\$600,000	\$150,000	\$750,000	\$47,822,205	81%	817
16	20233	Dakota Co #	Butler Avenue Trail	Dakota	West Saint Paul						\$1,375,200	\$343,800	\$1,719,000	\$49,197,405	79%	796
17	20482	Hopkins #	17th Avenue Multiuse Trail Green Line Connection	Hennepin	Hopkins						\$1,960,000	\$490,000	\$2,450,000	\$51,157,405	79%	791
18	20078	Richfield #	Richfield 73rd Street Ped/Bike Bridge Modernization & Trail Connections	Hennepin	Richfield						\$5,500,000	\$2,627,520	\$8,127,520	\$56,657,405	78%	785
19	20172	Three Rivers PD #	Lake Independence Regional Trail (Reconstruction)	Hennepin	Orono						\$2,558,838	\$639,710	\$3,198,548	\$59,216,243	78%	780
T-20	20475	St. Louis Park #	St. Louis Park - West End Trail Connection	Hennepin	St. Louis Park						\$4,000,000	\$1,000,000	\$5,000,000	\$63,216,243	78%	779
T-20	20183	Three Rivers PD #	West Mississippi River Regional Trail: East Segment - New Construction	Hennepin	Champlin						\$3,863,348	\$965,838	\$4,829,186	\$67,079,591	78%	779
T-22	20171	Three Rivers PD #	Dakota Rail - Luce Line Connector	Hennepin	Orono, Wayzata						\$3,410,993	\$852,748	\$4,263,741	\$70,490,584	77%	770
T-22	20228	Dakota Co	Lake Marion Greenway Lakeville Trail	Dakota	Lakeville						\$2,800,000	\$700,000	\$3,500,000	\$73,290,584	77%	770
24	20485	South Saint Paul #	Bryant Avenue Pedestrian Bridge	Dakota	South Saint Paul						\$4,960,000	\$1,240,000	\$6,200,000	\$78,250,584	77%	768
25	20187	Saint Paul #	Flandrau St Bicycle Boulevard	Ramsey	Saint Paul						\$2,383,660	\$595,915	\$2,979,575	\$80,634,244	74%	741
26	20062	Brooklyn Park	Brooklyn Park - Rush Creek Regional Trail Grade Separation at CSAH 103/Winnetka Ave N	Hennepin	Brooklyn Park						\$1,136,080	\$284,020	\$1,420,100	\$81,770,324	73%	733
27	20513	Fridley	Mississippi Street/CSAH 6 Trail Construction	Anoka	Fridley						\$5,500,000	\$1,790,950	\$7,290,950	\$87,270,324	73%	732
28	20044	Ramsey Co	Victoria Street Regional Trail	Ramsey	Roseville, Shoreview						\$2,391,812	\$597,953	\$2,989,765	\$89,662,136	73%	730
29	20045	Ramsey Co	Lake Johanna Boulevard Regional Trail, City of Arden Hills, Ramsey County	Ramsey	Arden Hills						\$4,399,933	\$1,099,983	\$5,499,916	\$94,062,069	70%	702
30	20479	Ramsey Co	County Road D Multiuse Trail	Ramsey	Vadnais Heights, Little Canada, Maplewood						\$3,005,349	\$751,337	\$3,756,686	\$97,067,418	70%	699
T-31	20141	Ramsey Co	Vadnais Boulevard Regional Trail	Ramsey	Vadnais Heights, Little Canada						\$5,500,000	\$3,043,521	\$8,543,521	\$102,567,418	70%	698
T-31	20502	Washington Co	Hardwood Creek Regional Trail Extension	Washington	Hugo						\$580,238	\$503,525	\$1,083,763	\$103,147,656	69%	689
33	20389	Scott Co	Louisville Segment to the Merriam Junction Regional Trail	Scott	Shakopee, Louisville Township						\$5,500,000	\$2,264,752	\$7,764,752	\$108,647,656	69%	687
34	20143	Carver Co	MN River Bluffs Regional Trail	Carver	Chanhausen, Eden Prairie						\$1,861,600	\$465,400	\$2,327,000	\$110,509,256	68%	680
35	20231	Three Rivers PD #	Medicine Lake Regional Trail - West Segment (Reconstruction)	Hennepin	Maple Grove						\$3,522,812	\$880,703	\$4,403,515	\$114,032,068	67%	670
36	20182	Three Rivers PD #	Crow River Regional Trail: New Construction	Hennepin	Greenfield, Rockford						\$1,466,551	\$366,638	\$1,833,189	\$115,498,619	64%	641
37	20427	Lakeville	Holyoke Avenue Pedestrian Underpass Improvements	Dakota	Lakeville						\$1,052,784	\$263,196	\$1,315,980	\$116,551,403	61%	608
38	20259	Hennepin Co	CR 116 (Fletcher Ln) Bikeway Project	Hennepin	Corcoran, Rogers						\$5,500,000	\$1,550,000	\$7,050,000	\$122,051,403	58%	587

\* = Deficiencies/Safety High Score; #Equity Bonus Project

\$22,389,490 \$30,913,266 \$30,913,266 \$43,564,903 \$43,564,903

**Draft Funding Scenarios-Bicycle and Pedestrian  
PEDESTRIAN FACILITIES**

STBGP, TA, CMAQ Carbon Reduction Active Transportation

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20210	Minneapolis	Nicollet Avenue pedestrian improvements	Hennepin	Minneapolis	\$1,983,200	\$1,983,200	\$1,983,200	\$1,983,200	\$1,983,200	\$1,983,200	\$495,800	\$2,479,000	\$1,983,200	96%	964
2	20409	Minneapolis	Marcy-Holmes Dinkytown Pedestrian Improvements	Hennepin	Minneapolis	\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$377,000	\$1,885,000	\$3,491,200	86%	866
3	20402	Minneapolis	26th St, 27th St, and 28th St pedestrian improvements	Hennepin	Minneapolis	\$1,620,000	\$1,620,000	\$1,620,000	\$1,620,000	\$1,620,000	\$1,620,000	\$405,000	\$2,025,000	\$5,111,200	84%	846
4	20147	Brooklyn Center *#	Brooklyn Center High School Pedestrian Improvements	Hennepin	Brooklyn Center		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$878,000	\$2,878,000	\$7,111,200	84%	839
5	20063	Brooklyn Park	Blue Line Extension LRT Sidewalk Connections	Hennepin	Brooklyn Park		\$1,480,800	\$1,480,800	\$1,480,800	\$1,480,800	\$1,480,800	\$370,200	\$1,851,000	\$8,592,000	81%	813
6	20303	Saint Paul	Saint Paul Gold Line Pedestrian Enhancement	Ramsey	Saint Paul		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$592,825	\$2,592,825	\$10,592,000	77%	767
7	20077	Richfield	Richfield 73rd Street Sidewalk	Hennepin	Richfield		\$1,046,040	\$1,046,040	\$1,046,040	\$1,046,040	\$1,046,040	\$261,510	\$1,307,550	\$11,638,040	74%	746
T-8	20487	Burnsville	Greenwood Drive Sidewalk	Dakota	Burnsville		\$269,150	\$269,150	\$269,150	\$269,150	\$269,150	\$67,288	\$336,438	\$11,907,190	73%	731
T-8	20201	Woodbury	Valley Creek Road Trail Gap	Washington	Woodbury		\$963,200	\$963,200	\$963,200	\$963,200	\$963,200	\$240,800	\$1,204,000	\$12,870,390	73%	731
10	20079	Richfield	Richfield 64th Street Sidewalk	Hennepin	Richfield		\$853,660	\$853,660	\$853,660	\$853,660	\$853,660	\$213,415	\$1,067,075	\$13,724,050	71%	709
11	20248	West Saint Paul	Lothenbach Avenue Sidewalk	Dakota	West St. Paul		\$756,800	\$756,800	\$756,800	\$756,800	\$756,800	\$189,200	\$946,000	\$14,480,850	69%	693
12	20373	Bloomington	Normandale Boulevard Pedestrian Improvements	Hennepin	Bloomington				\$2,000,000	\$2,000,000	\$2,000,000	\$704,628	\$2,704,628	\$16,480,850	68%	686
13	20255	Hennepin Co	CSAH 35 (Portland Ave) Pedestrian Project	Hennepin	Minneapolis						\$2,000,000	\$820,000	\$2,820,000	\$18,480,850	68%	681
14	20256	Hennepin Co	CSAH 70 (Medicine Lake Rd) Pedestrian Project	Hennepin	Crystal, Golden Valley, New Hope						\$2,000,000	\$530,000	\$2,530,000	\$20,480,850	67%	669
15	20193	Carver Co	Rolling Acres Road Pedestrian Grade Separated Crossing	Carver	Victoria						\$2,000,000	\$2,763,000	\$4,763,000	\$22,480,850	66%	657
16	20476	Carver (City)	City of Carver Main Street Pedestrian Project	Carver	Carver						\$2,000,000	\$574,430	\$2,574,430	\$24,480,850	63%	631
17	20202	Woodbury	Woodbury Pedestrian System Gaps Project	Washington	Woodbury						\$1,635,494	\$408,874	\$2,044,368	\$26,116,344	62%	621
						\$5,111,200	\$14,480,850	\$14,480,850	\$16,480,850	\$16,480,850						

\* = Deficiencies/Safety High Score; #Equity Bonus Project

**SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20410	Fridley *	Fridley SRTS Improvements Project	Anoka	Fridley	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$253,000	\$1,253,000	\$1,000,000	93%	936
2	20414	South Saint Paul #	Marie Avenue SRTS	Dakota	South St. Paul	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,370,000	\$5,370,000	\$2,000,000	92%	921
3	20263	Minneapolis #	Pleasant Ave Safe Routes to School Improvements	Hennepin	Minneapolis		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$269,100	\$1,269,100	\$3,000,000	89%	890
4	20495	Dakota Co	Butler Avenue (CR 4) School Safety Improvements	Dakota	West St. Paul		\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$80,000	\$400,000	\$3,320,000	78%	782
5	20251	Saint Paul #	West Side SRTS Pedestrian Improvements	Ramsey	Saint Paul		\$777,400	\$777,400	\$777,400	\$777,400	\$777,400	\$194,350	\$971,750	\$4,097,400	73%	728
6	20262	Minneapolis #	Hayes St & Ulysses St Safe Routes to School	Hennepin	Minneapolis		\$953,320	\$953,320	\$953,320	\$953,320	\$953,320	\$238,330	\$1,191,650	\$5,050,720	72%	718
7	20128	Jordan	Sunset Drive Improvements	Scott	Jordan		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$679,000	\$1,679,000	\$6,050,720	71%	709
8	20449	Lakeville	185th Street Trail Project (SRTS)	Dakota	Lakeville		\$704,500	\$704,500	\$704,500	\$704,500	\$704,500	\$176,240	\$880,740	\$6,755,220	69%	689
9	20258	Hennepin Co	CSAH 82 (Mill St) SRTS Project	Hennepin	Excelsior, Shorewood	Potential New AT				\$1,000,000	\$1,000,000	\$2,170,000	\$3,170,000	\$7,755,220	64%	640
10	20408	Arden Hills #	Old Highway 10 Trail SRTS Improvements	Ramsey	Arden Hills	Potential New AT				\$1,000,000	\$1,000,000	\$2,679,000	\$3,679,000	\$8,755,220	64%	639
						\$2,000,000	\$6,755,220	\$6,755,220	\$6,755,220	\$8,755,220						

\* = Deficiencies/Safety High Score; #Equity Bonus Project

\$29,500,690 \$52,149,336 \$52,149,336 \$66,800,973 \$68,800,973

**2024 Regional Solicitation Application Scoring**  
**Unique Projects**

2026-27 Setaside

2026-27 funds set aside in 2022 Regional Solicitation

Rank	ID	Application	County	Cities	Year	All Scenarios	Federal Request	Cumulative Request	Final Score
0	N/A	Travel Behavior Inventory	All	All	2026	\$1,250,000	\$1,250,000	\$1,250,000	N/A
1	20426	St Paul EV Carshare Vehicles for Evie and EV Spot Network	Hennepin, Ramsey	Saint Paul, Minneapolis	2026   2025	\$1,400,000	\$1,400,000	\$2,650,000	656
2	20478	WashCo EV Carshare Gold Line BRT	Washington	Oakdale, Woodbury	2026   2027	\$639,936	\$639,936	\$3,289,936	614
3	20257	Minneapolis Ramp A Mobility Hub*	Hennepin	Minneapolis	2026, 2027	\$1,218,064	\$1,218,064	\$4,508,000	501
4	20230	Global Wellness Hyperloop	Dakota, Hennepin	Multiple	2026   2025		\$2,000,000	\$6,508,000	302
5	20415	Global Wellness Intl. Commerce Mobility	Region-Wide	Region-Wide	2026   2025		\$480,000	\$6,988,000	266
6	20491	OurStreetsMpls Building Awareness of Transp Impact on Environmental Health	Region-Wide	Region-Wide	2026, 2027   2025, 2026, 2027		\$2,640,000	\$9,628,000	-

**\$4,508,000**

\*Full funding award given to all projects above the funding line.

Note: \$1.2M of 2028/2029 funding is set-aside for the Travel Behavior Inventory to be considered further by TAB as part of the 2026 Regional Solicitation cycle.

Regional Solicitation Funding by Scenario by County (2014-2022 and Draft 2024)

1. Closest to Midpoint Option																				
County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	11.5%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	10.1%	\$ 40,815,931	15.6%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3.4%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	7.7%	\$ 7,178,571	2.8%	\$65	\$ 76,232,731	5.2%	\$692	Carver
Dakota	444,985	13.9%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 50,160,451	19.2%	\$113	\$ 157,838,696	10.8%	\$355	Dakota
Hennepin	1,293,651	40.5%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	44.3%	\$ 106,475,217	40.8%	\$87	\$ 696,116,424	47.4%	\$538	Hennepin
Ramsey	551,195	17.2%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	21.3%	\$ 39,152,146	15.0%	\$71	\$ 256,619,938	17.5%	\$466	Ramsey
Scott	154,395	4.8%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	2.1%	\$ 10,615,982	4.1%	\$69	\$ 67,791,839	4.6%	\$439	Scott
Washington	274,589	8.6%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.2%	\$ 6,618,922	2.5%	\$24	\$ 64,252,626	4.4%	\$234	Washington
<b>Totals</b>	<b>3,186,349</b>	<b>100.0%</b>	<b>100.0%</b>	<b>\$ 206,027,781</b>	<b>100.0%</b>	<b>\$ 220,073,258</b>	<b>100.0%</b>	<b>\$ 193,270,542</b>	<b>100.0%</b>	<b>\$ 201,025,055</b>	<b>100.0%</b>	<b>\$ 386,105,520</b>	<b>100.0%</b>	<b>\$ 261,017,221</b>	<b>100%</b>	<b>Avg. \$82 per person</b>	<b>\$ 1,467,519,377</b>		<b>Avg. \$461 per person</b>	

Data for population and employment based on Metropolitan Council 2022 estimates.

2. Safety Option																				
County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	11.5%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	10.1%	\$ 40,815,931	15.5%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3.4%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	7.7%	\$ 7,178,571	2.7%	\$65	\$ 76,232,731	5.2%	\$692	Carver
Dakota	444,985	13.9%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 46,880,559	17.8%	\$105	\$ 154,558,804	10.5%	\$347	Dakota
Hennepin	1,293,651	40.5%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	46.0%	\$ 112,452,356	42.8%	\$87	\$ 702,093,563	47.8%	\$543	Hennepin
Ramsey	551,195	17.2%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	19.6%	\$ 39,152,146	14.9%	\$71	\$ 256,619,938	17.5%	\$466	Ramsey
Scott	154,395	4.8%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	2.1%	\$ 9,878,571	3.8%	\$64	\$ 67,054,429	4.6%	\$434	Scott
Washington	274,589	8.6%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.3%	\$ 6,618,922	2.5%	\$24	\$ 64,252,626	4.4%	\$234	Washington
<b>Totals</b>	<b>3,186,349</b>	<b>100.0%</b>	<b>100.0%</b>	<b>\$ 206,027,781</b>	<b>100.0%</b>	<b>\$ 220,073,258</b>	<b>100.0%</b>	<b>\$ 193,270,542</b>	<b>100.0%</b>	<b>\$ 201,025,055</b>	<b>100.0%</b>	<b>\$ 386,105,520</b>	<b>100.1%</b>	<b>\$ 262,977,057</b>	<b>100%</b>	<b>Avg. \$83 per person</b>	<b>\$ 1,469,479,213</b>		<b>Avg. \$461 per person</b>	

Data for population and employment based on Metropolitan Council 2022 estimates.

3. Bike/Ped Heavy Option																				
County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	7.5%	\$ 40,815,931	15.6%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	6.5%	\$ 178,571	0.1%	\$2	\$ 69,232,731	4.7%	\$629	Carver
Dakota	444,985	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 48,960,559	18.7%	\$110	\$ 156,638,804	10.7%	\$352	Dakota
Hennepin	1,293,651	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	45.4%	\$ 118,023,993	45.2%	\$91	\$ 707,665,200	48.2%	\$547	Hennepin
Ramsey	551,195	17%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	22.1%	\$ 39,152,146	15.0%	\$71	\$ 256,619,938	17.5%	\$466	Ramsey
Scott	154,395	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	3.5%	\$ 9,878,571	3.8%	\$64	\$ 67,054,429	4.6%	\$434	Scott
Washington	274,589	9%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.3%	\$ 4,234,762	1.6%	\$15	\$ 61,868,466	4.2%	\$225	Washington
<b>Totals</b>	<b>3,186,349</b>			<b>\$ 206,027,781</b>		<b>\$ 220,073,258</b>		<b>\$ 193,270,542</b>		<b>\$ 201,025,055</b>		<b>\$ 386,105,520</b>		<b>\$ 261,244,534</b>		<b>Avg. \$82 per person</b>	<b>\$ 1,467,746,690</b>		<b>Avg. \$461 per person</b>	

Data for population and employment based on Metropolitan Council 2022 estimates.

4. Hybrid Option																				
County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	7.5%	\$ 40,815,931	15.6%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	6.5%	\$ 7,178,571	2.7%	\$65	\$ 76,232,731	5.2%	\$692	Carver
Dakota	444,985	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 51,103,040	19.6%	\$115	\$ 158,781,285	10.8%	\$357	Dakota
Hennepin	1,293,651	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	45.4%	\$ 126,023,993	48.2%	\$97	\$ 715,665,200	48.8%	\$553	Hennepin
Ramsey	551,195	17%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	22.1%	\$ 40,152,146	15.4%	\$73	\$ 257,619,938	17.6%	\$467	Ramsey
Scott	154,395	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	3.5%	\$ 9,878,571	3.8%	\$64	\$ 67,054,429	4.6%	\$434	Scott
Washington	274,589	9%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.3%	\$ 6,618,922	2.5%	\$24	\$ 64,252,626	4.4%	\$234	Washington
<b>Totals</b>	<b>3,186,349</b>			<b>\$ 206,027,781</b>		<b>\$ 220,073,258</b>		<b>\$ 193,270,542</b>		<b>\$ 201,025,055</b>		<b>\$ 386,105,520</b>		<b>\$ 281,771,176</b>		<b>Avg. \$88 per person</b>	<b>\$ 1,488,273,332</b>		<b>Avg. \$467 per person</b>	

## Draft 2024 Funding Scenarios

### Modal Funding Ranges

Roadways	Range of 46%-65%
Transit/TDM	Range of 25%-35%
Bike/Ped	Range of 9%-20%

### Base Funding (STBG, TA, CMAQ)

Roadways	\$	111,369,504	55.5%
Transit/TDM	\$	59,736,196	29.8%
Bike/Ped	\$	29,500,690	14.7%
Total	\$	200,606,390	100.0%

### Revenues

STBG	111,000,000	
TA	28,000,000	206,000,000 (Total STBG, TA, CMAQ)
CMAQ	67,000,000	
Carbon Reduction	15,000,000	
PROTECT	7,300,000	
Overprogramming Additional	25,000,000	10%
Overprogramming	10,000,000	4%
<b>Federal Total</b>	<b>263,300,000</b>	
Active Transportation	18,732,689	
<b>Grand Total</b>	<b>282,032,689</b>	

For the 3 Funding Options Below: Includes the Base Plus Carbon, PROTECT, and Overprogramming, but Excludes Active Transportation

#### 1. Closest to Midpoint

Roadways	\$	142,874,464	58.1%
Transit/TDM	\$	66,485,421	27.1%
Bike/Ped	\$	36,383,610	14.8%
Total	\$	245,743,495	100.0%

Active Transportation		New Bike/Ped Total
\$	15,765,726	\$ 52,149,336

#### 2. Safety

Roadways	\$	149,874,464	60.5%
Transit/TDM	\$	61,445,257	24.8%
Bike/Ped	\$	36,383,610	14.7%
Total	\$	247,703,331	100.0%

\$	15,765,726	\$ 52,149,336
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#### 3. Bike/Ped

Roadways	\$	133,490,304	54.3%
Transit/TDM	\$	61,445,257	25.0%
Bike/Ped	\$	51,035,247	20.7%
Total	\$	245,970,808	100.0%

\$	15,765,726	\$ 66,800,973
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#### 4. Hybrid

Roadways	\$	149,874,464	56.9%
Transit/TDM	\$	63,587,739	24.1%
Bike/Ped	\$	50,068,284	19.0%
Total	\$	263,530,487	100.0%

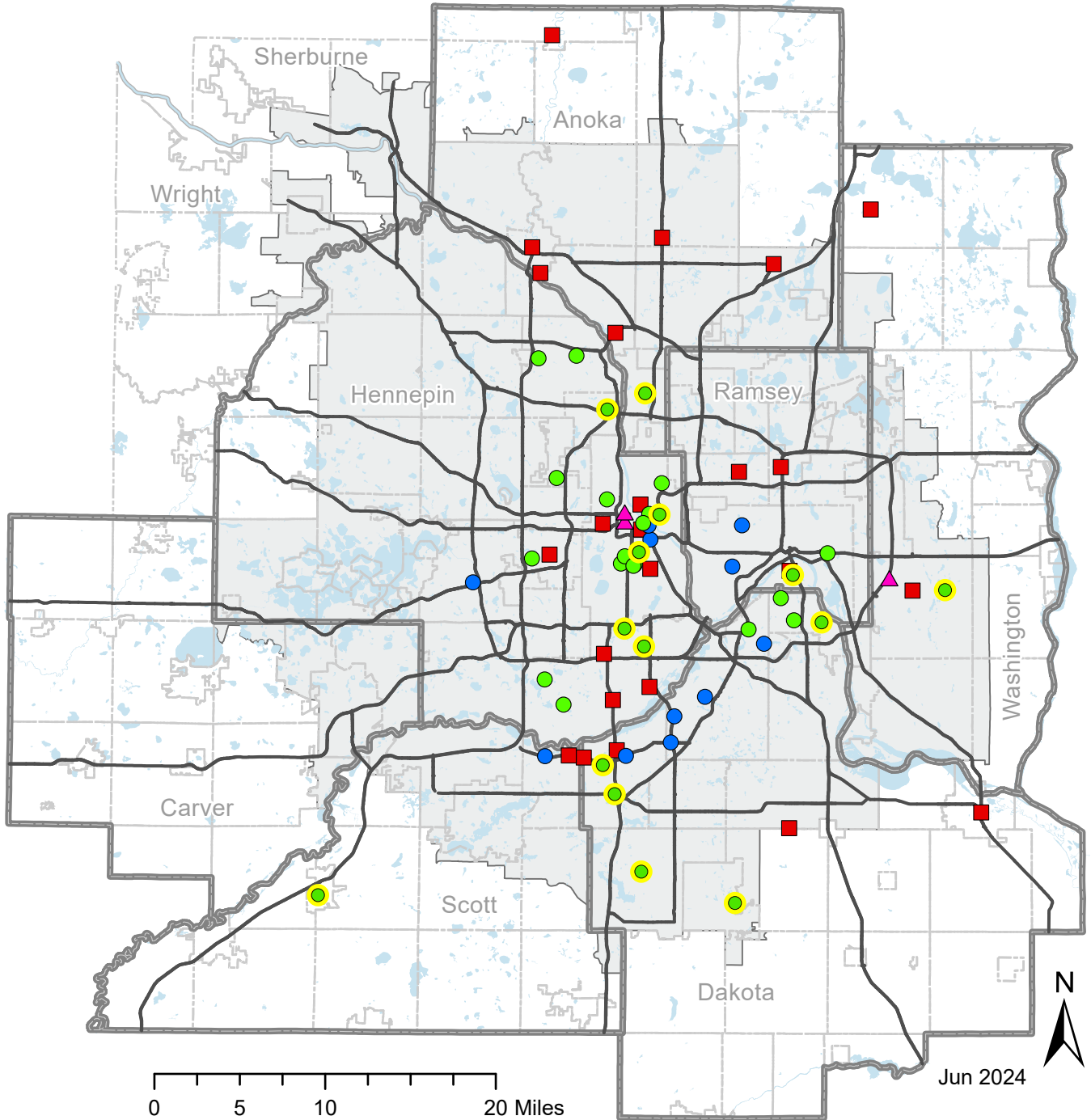
\$	18,732,689	\$ 68,800,973	Total	\$ 282,263,176
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**Key Differences Summary**

Variables	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid
Total Projects Funded	71	68	70	76
<b>Total Roadways Applications</b>	40	40	40	40
Projects Funded	27	28	25	28
<b>% Funding of Mode (Excluded Active Transportation \$)</b>	58.1%	60.5%	54.3%	56.9%
<b>% of Applications Funded</b>	27/40 (68%)	28/40 (70%)	25/40 (63%)	28/40 (70%)
Traffic Management Technologies	2	2	2	2
Spot Mobility and Safety	9	9	8	9
Strategic Capacity	4	4	4	4
Roadway Reconstruction-Modernization	10	11	9	11
Bridges	2	2	2	2
<b>Total Transit/TDM Applications</b>	17	17	17	17
Projects Funded	17	13	13	14
<b>% Funding of Mode</b>	27.1%	24.8%	25.0%	24.1%
<b>% of Applications Funded</b>	17/17 (100%)	13/17 (76.5%)	13/17 (76.5%)	14/17 (82.4%)
Transit Expansion	5	4	4	4
Transit Modernization	4	3	3	4
Arterial Bus Rapid Transit	1	1	1	1
TMO/TDM Setaside	2	2	2	2
Travel Demand Management	5	3	3	3
<b>Total Bike/Ped Applications</b>	65	65	65	65
Projects Funded	27	27	32	34
<b>% Funding of Mode (Excluded Active Transportation \$)</b>	14.8%	14.7%	20.7%	19.0%
<b>% Funding of Mode (Includes AT)</b>	21.2%	21.1%	27.2%	26.1%
<b>% of Applications Funded</b>	27/65 (41.5%)	27/65 (41.5%)	32/65 (49.2%)	34/65 (52.3%)
Multiuse Trails and Bike Facilities	8	8	12	12
Pedestrian Facilities	11	11	12	12
Safe Routes to School	8	8	8	10
Federal Dollars Awarded	\$246M	\$248M	\$246M	\$264M
Active Transportation Dollars Awarded	\$15.8M	\$15.8M	\$15.8M	\$18.8M
Other Local Dollars Leveraged	\$263.6M	\$266.3M	\$259.1M	\$275.9M
Total Investment	\$525.5M	\$530.1M	\$520.9M	\$558.7M

Key Outcomes				
Equity Bonus Project	29 out of 49	30 out of 49	32 out of 49	34 out of 49
Roadways Safety High Score (Crashes)	4 out of 4	4 out of 4	4 out of 4	4 out of 4
Roadways Safety High Score (Ped)	4 out of 4	4 out of 4	4 out of 4	4 out of 4
Bike/Ped Deficiencies/Safety High Score	3 out of 3	3 out of 3	3 out of 3	3 out of 3
Monetized Safety Benefit (Roadway Projects Only, Excluding Bridges)	\$287.5M	\$293.1M	\$285.4M	\$293.1M
Intersections with ADA Improvements	\$465.0	473	509	509
Counties with Investment within Border (Project Location)	\$7	7	7	7
Cities/Townships with Investment within Border (Project Location)	51	48	53	56
Different Applicants Funded	34	33	33	33

# Bike/Ped



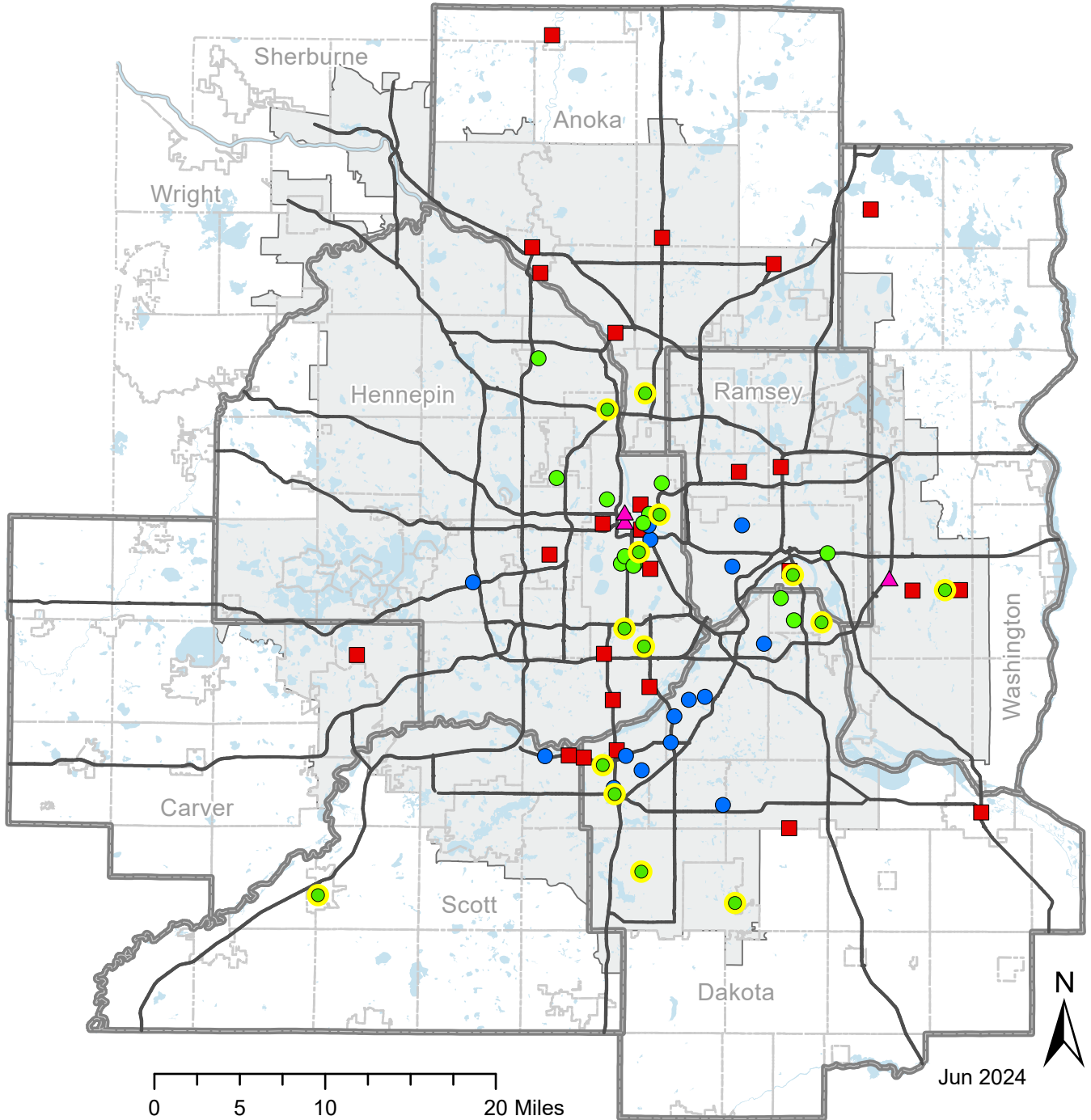
## Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

## Reference Layers

- ~ Principal Arterials
- ~ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area

# Closest to Midpoint



## Funding Category

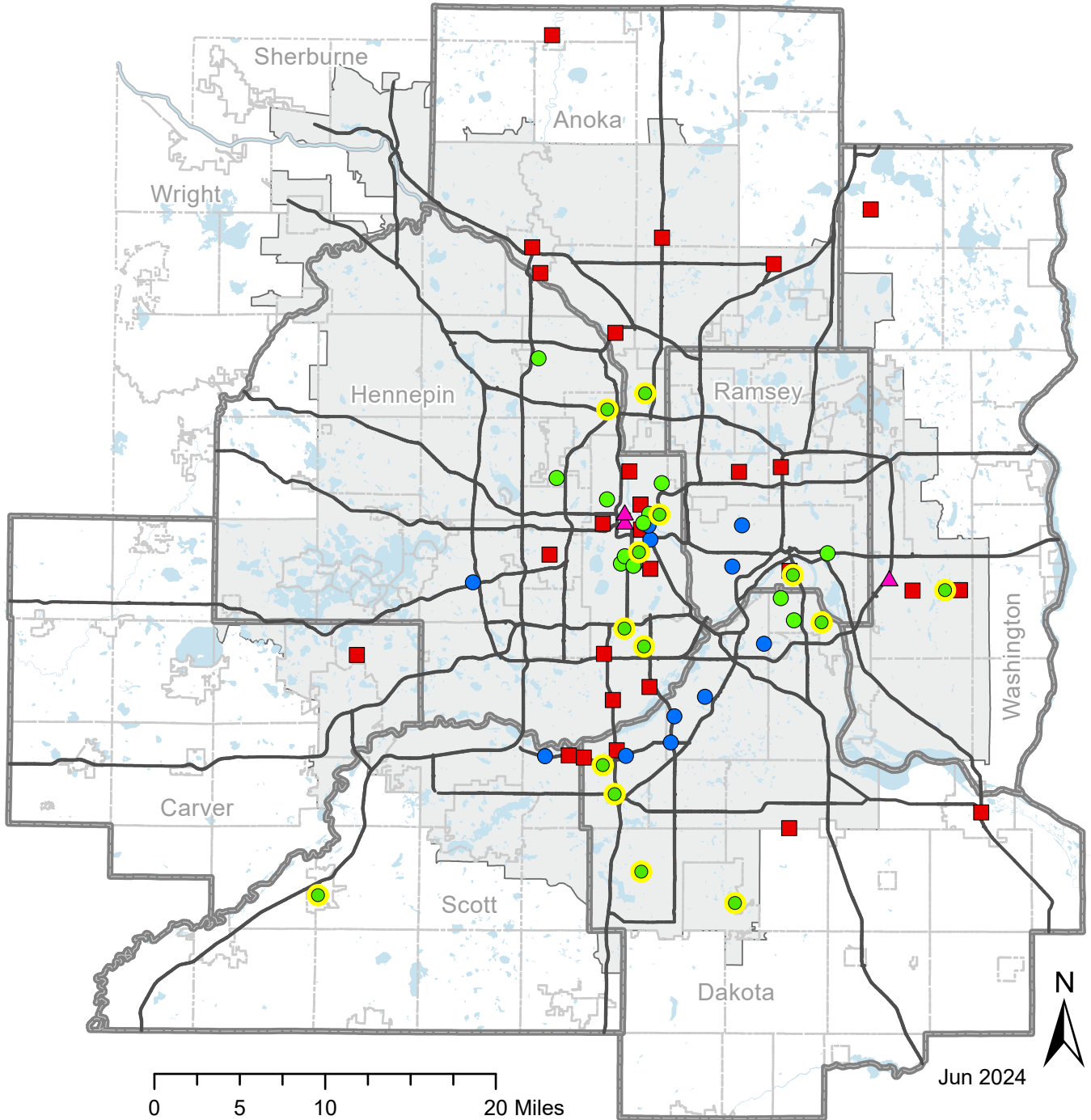
- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

## Reference Layers

- ~ Principal Arterials
- ~ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area



# Safety



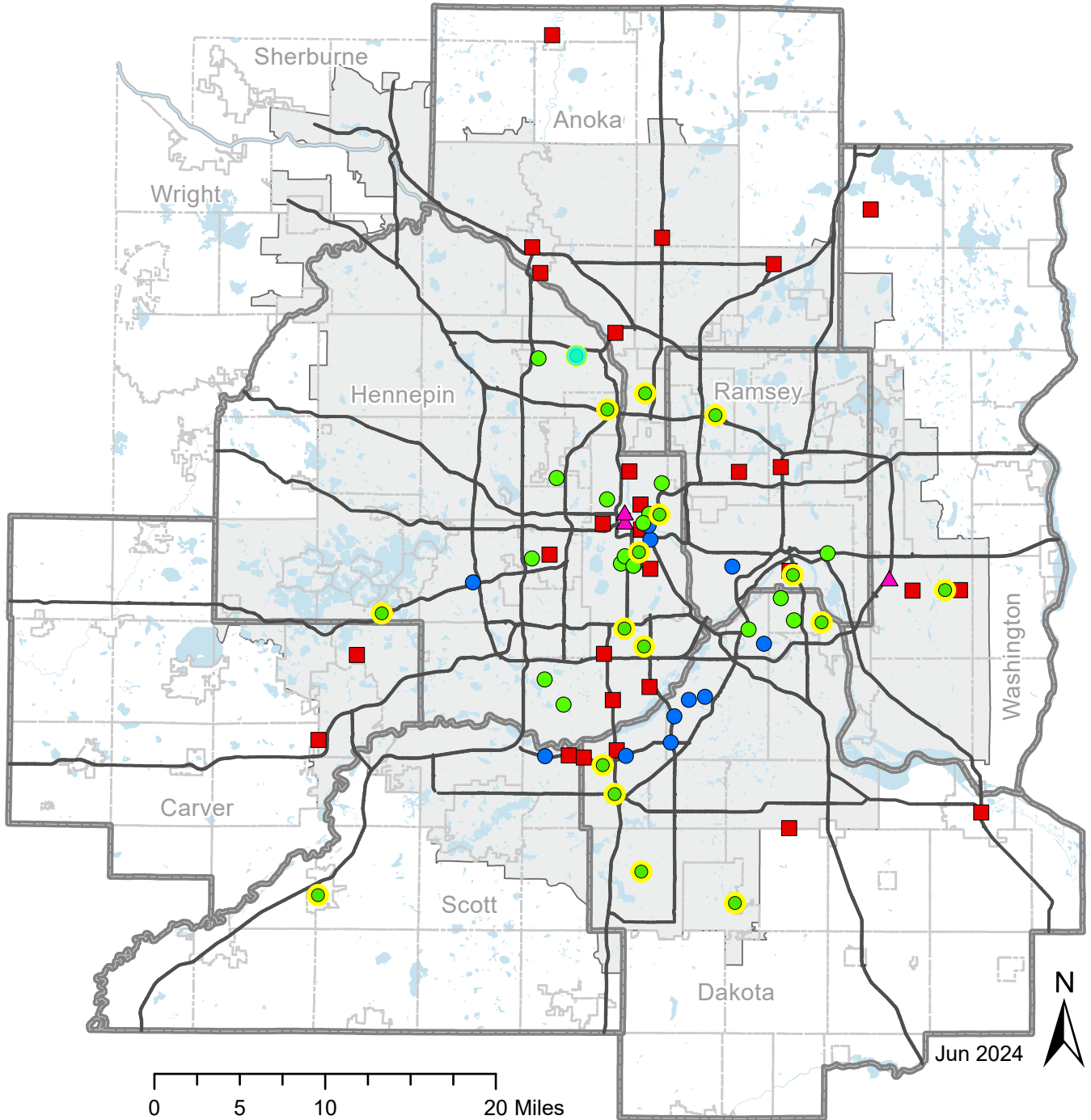
## Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

## Reference Layers

- ~ Principal Arterials
- ~ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area

# Hybrid



## Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

## Reference Layers

- ~ Principal Arterials
- ~ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area