

Information Item

DATE: October 1, 2020
TO: Technical Advisory and Funding & Programming Committees
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of TAB/TAC Process (651-602-1819)
SUBJECT: Developing Funding Scenarios for the Regional Solicitation

With the scoring appeals process completed and the final scores for the 2020 Regional Solicitation tabulated, the TAB, TAC, and Funding & Programming Committees will turn toward development of funding alternatives. In order to enable TAB to approve final funding options at its December 16, 2020, meeting, Funding & Programming will need to provide formal recommendations to TAB at its November 19, 2020, meeting and TAC will need to do so at its December 2, 2020, meeting.

Attached are five draft funding scenarios along with associated Figures 1-5 that show the location of projects selected in each funding scenario. The scenarios fall within the TAB-approved modal funding ranges shown in Table 1. The first four scenarios use the mid-point percentages to distribute funding by mode, while the last scenario shifts \$10M from Roadways to Bicycle/Pedestrian. It should be noted that scenarios 4 and 5 are a response to some of the themes from public comments received on the draft 2040 Transportation Policy Plan (TPP) wanted less funding for roadway expansion and more funding for active transportation (bicycle/pedestrian).

Table 1: Modal Funding Ranges

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

Preliminary Funding Scenarios:

1. Historical Process (Orange): This scenario is like TAB's past selection history dating back to 2014, except for the \$5M shifted to transit relative to past funding cycles. The scenario focuses on the mid-points of the TAB-approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian) and then, as a starting point, divides the funding within each mode based on the number of applications and dollar values requested therein for each category compared to the other categories within the same mode. This scenario shows 46 funded projects.
2. Bigger Projects (Green): This scenario focuses on funding larger projects. The scenario favors the Strategic Capacity category within the Roadways mode and the Multiuse Trails and Bicycle Facilities category within the Bicycle/Pedestrian mode. The funding scenario shows 40 funded projects, the least of any scenario

- by six projects. This scenario and the “Historical Process” scenario leverage the most non-Regional Solicitation dollars (shown as Local Match in Table 2).
3. More Projects Scenario (Pink): As a counterpoint to the Bigger Projects scenario, this scenario shows 56 funded projects, made possible by reducing the number of funded projects in the Roadway Strategic Capacity and Multiuse Trails and Bicycle Facilities categories in favor of categories with lower federal maximum awards like Safe Routes to School.
 4. Less Roadway Expansion Scenario (Purple): This scenario is only shown in the Roadways mode with the assumption that the Historical Process scenario would apply to the other modes. The scenario is responsive to some of the TPP public comments that favored less roadway expansion. It funds three fewer \$10 million Strategic Capacity projects compared to the Historical Process scenario in favor of lower-cost projects in the other Roadway categories.
 5. Bike/Ped +\$10M Scenario (Blue): This is the only scenario that deviates from the modal target by shifting \$10M to the Bicycle/Pedestrian mode. This scenario funds 52 projects and responds to some of the TPP public comments asking for more funding for active transportation.

Table 2: Scenario Comparisons

Scenario	Projects	Federal	Local Match	Unique Applicants	Funded Equity Projects*
Historical Process	46	\$200M	\$209M	23	8 of 10
Bigger Projects	40	\$203M	\$214M	22	7 of 10
More Projects	56	\$202M	\$200M	29	8 of 10
Less Road Expansion	50	\$200M	\$177M	24	8 of 10
Bike/Ped +\$10M	52	\$200M	\$181M	26	9 of 10

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

Other Assumptions or Observations:

1. Taken from the total amount (\$198M) is \$4.9 million for Unique Project(s) for 2025 and 2026 funding to be distributed by the 2022 Regional Solicitation. Criteria for unique project selection will be established in 2021.
2. The draft scenarios assume minimal overprogramming, ranging from less than 1% to 2.6%. Overprogramming is used to account for selected projects that withdraw or change their scopes and need to give funds back to the region. Overprogramming is typically 8% to 10%. TAB can discuss adding overprogramming in the coming weeks.
3. The 2020 TAB-approved application states: Within Roadways Including Multimodal Elements, at least one project will be funded from each of the five eligible functional classifications: A-Minor Arterial Augmentors, Connectors, Expanders, and Relievers, as well as Non-Freeway Principal Arterials. All the draft scenarios fund all five classifications without skipping over higher-ranked projects as was necessary in past cycles.
4. Another change this funding cycle was that the \$10 million Bridge category minimum has been adjusted to be a “target.” The two highest ranked bridge

projects have a tied score. The cumulative federal funding for these two projects is \$13.9M.

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

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

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

DRAFT FUNDING SCENARIO

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

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

Transit Expansion

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

\$34,288,421 \$14,993,052 \$49,281,473

Transit Modernization

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

\$29,389,920 \$9,097,400 \$38,487,320

Arterial Bus Rapid Transit Program

		Metro Transit					Arterial Bus Rapid Transit Program	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000					
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TMO/TDM

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

1	14041	MOVE Minnesota	Hennepin, Ramsey	Minneapolis, St. Paul			Changing the School Commute: Shifting Youth to Transit Use					\$452,700	\$113,175	\$565,875	\$452,700	892
2	14372	Bicycle Alliance of Minnesota	Hennepin, Ramsey, Dakota	13 Cities			Expanding Adult Learn to Ride Bicycle classes and related programming from St. Paul and Minneapolis to inner suburbs					\$350,488	\$147,600	\$498,088	\$803,188	733
3	13996	Cycling Without Age Twin Cities	Hennepin, Ramsey	Minneapolis, St. Paul			CWA TC Short Trip Program					\$236,856	\$59,214	\$296,070	\$1,040,044	598
4	14400	Move Minneapolis	Hennepin	Minneapolis			Comprehensive Mode Share Measurement	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$275,000	\$69,094	\$344,094	\$1,315,044	444

TDM Total \$1,315,044 \$389,083 \$1,704,127 \$3,610,976

Total (does not include TDM projects) \$58,186,199 \$60,542,679 \$58,186,199 \$58,186,199 \$7,000,000 \$1,750,000 \$8,750,000

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

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

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

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

\$84,131,469 \$26,857,684 \$110,989,153

Pedestrian Facilities

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

\$5,907,040 \$5,961,760 \$11,868,800

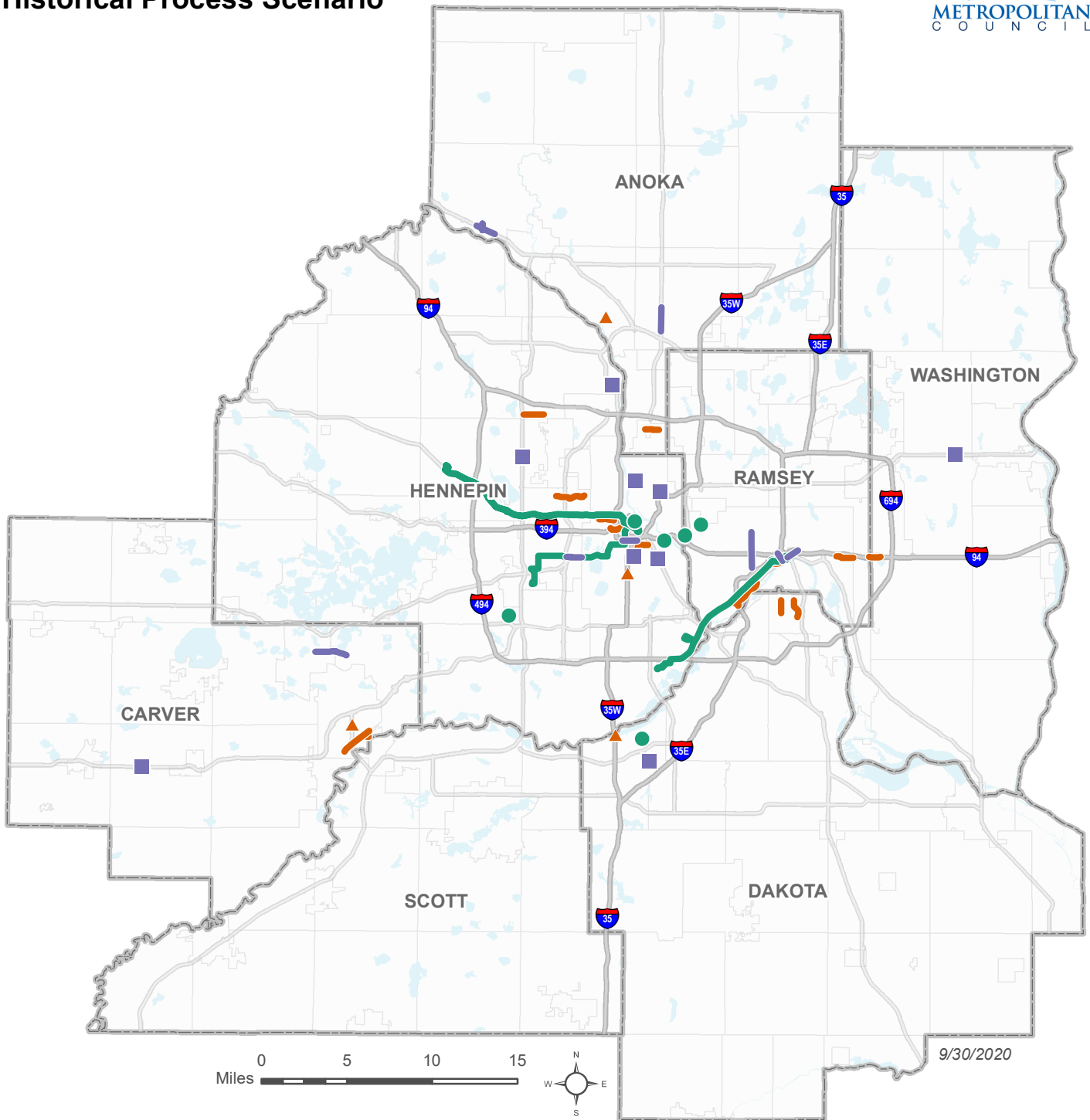
Safe Routes to School

Rank	ID	Applicant	County	City	Project Name	Midpoint of Modal Funding Ranges			Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
						Historical Process	Bigger Projects	More Projects						
1	14393	Columbia Heights	Anoka	Columbia Heights	49th Avenue Area SRTS Improvements				\$484,400	\$121,100	\$605,500	\$484,400	902	
2	14133	West St. Paul	Dakota	West St. Paul	Bidwell Street Sidewalk Improvements		\$1,124,400		\$640,000	\$160,000	\$800,000	\$1,124,400	869	
3	14362	Chaska	Carver	Chaska	MN 41 Safe Routes to School Pedestrian Underpass Project				\$933,360	\$233,340	\$1,166,700	\$2,057,760	757	
4	14045	Minneapolis	Hennepin	Minneapolis	Green Central Safe Routes to School Improvements	\$3,057,760			\$1,000,000	\$991,000	\$1,991,000	\$3,057,760	745	
5	14358	St. Paul	Ramsey	St. Paul	Crossroads Elementary SRTS				\$720,000	\$180,000	\$900,000	\$3,777,760	657	
6	13973	Mahtomedi	Washington	Mahtomedi	Warner Road and 72nd Street North SRTS Improvements				\$335,583	\$83,896	\$419,479	\$4,113,343	656	

Highlighted ID numbers = Equity Bonus Points

\$30,225,533 \$29,656,873 \$30,542,524 \$39,881,403 \$4,113,343 \$1,769,336 \$5,882,679

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



9/30/2020

Projects

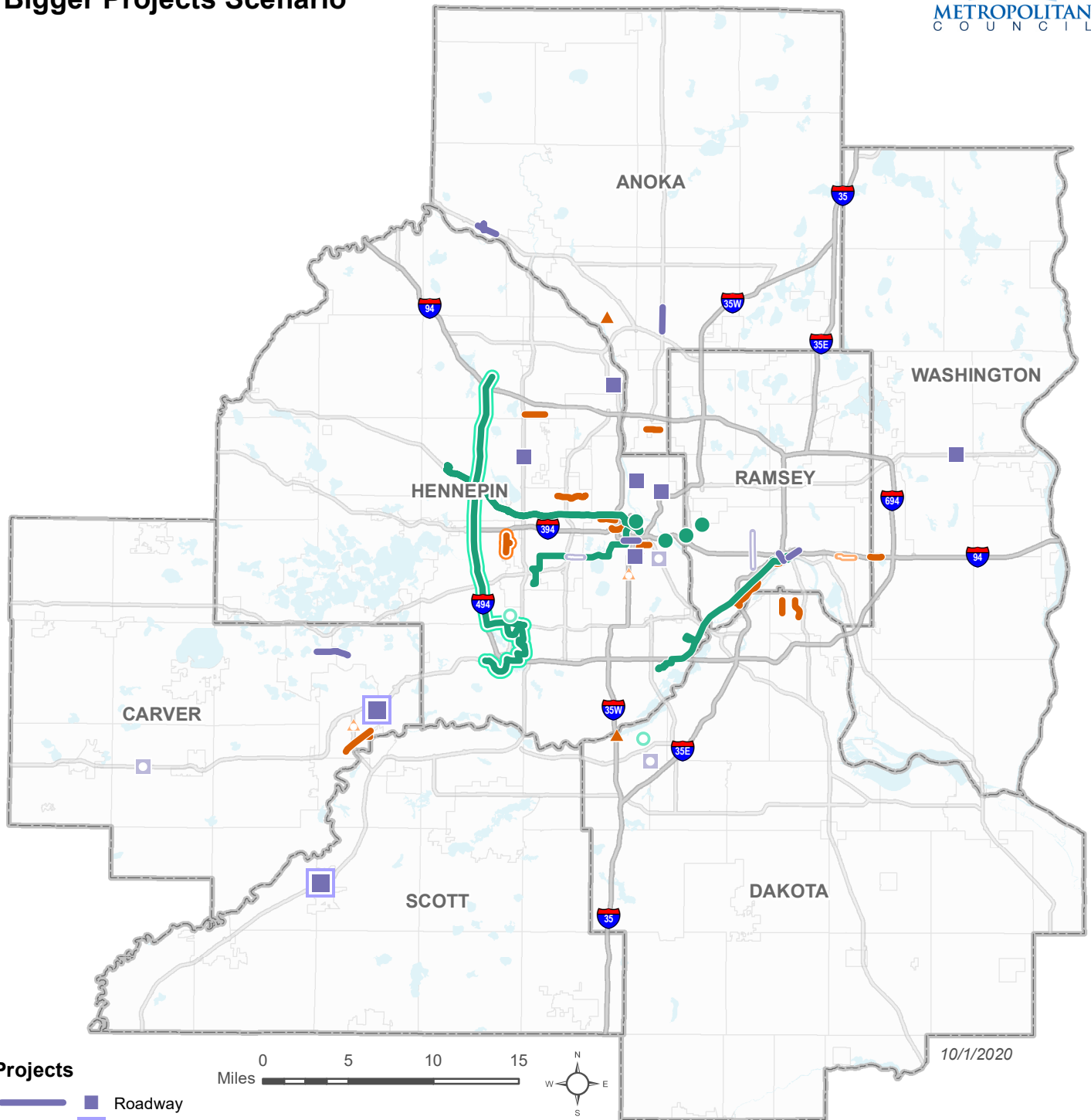
- Roadway
- Transit
- ▲ Bicycle/Pedestrian

Background

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

46 Total Projects

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



10/1/2020

Projects

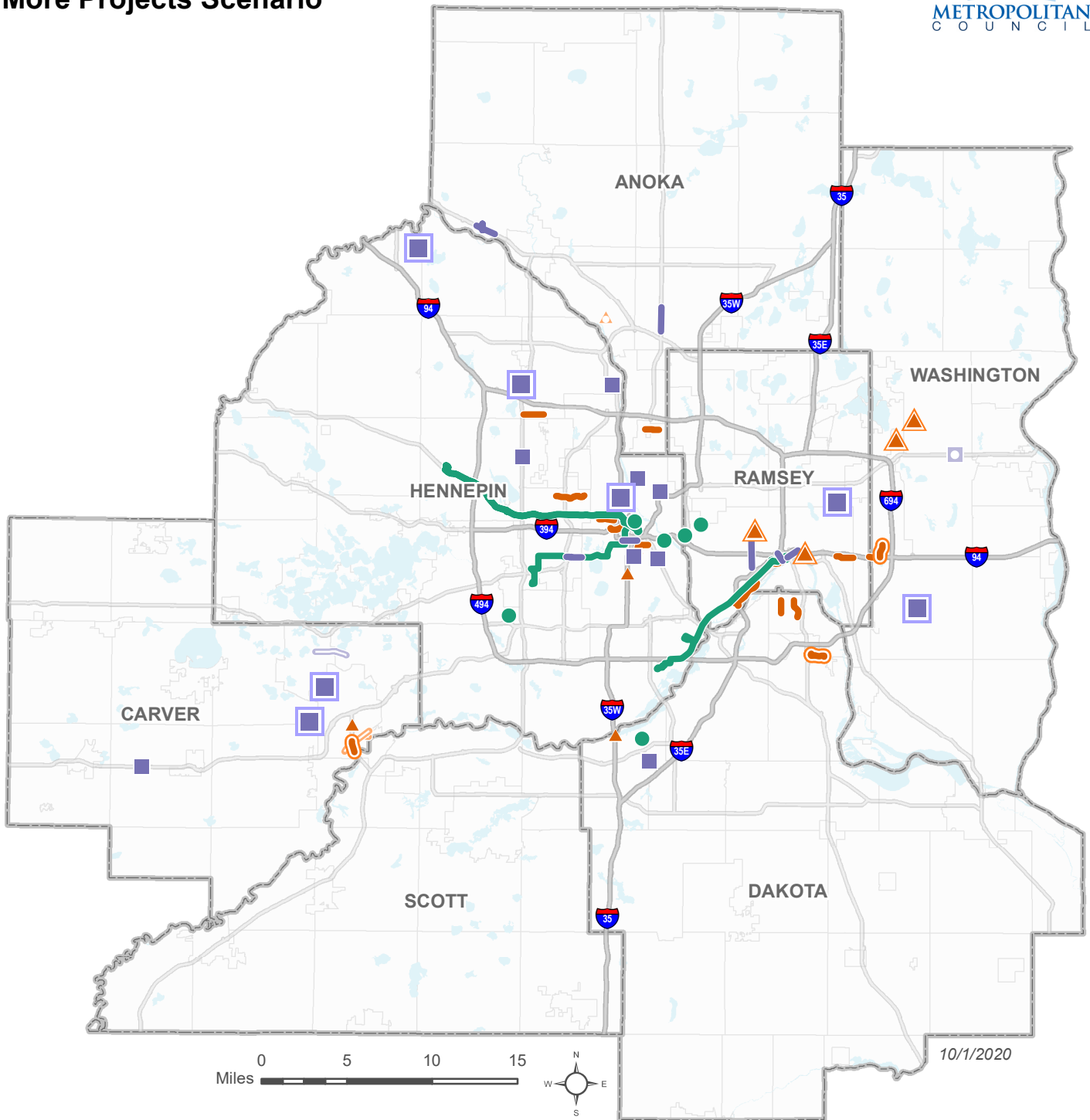
- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Transit Additions
- Transit Subtractions
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions
- Bicycle/Pedestrian Subtractions

Background

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

40 Total Projects

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



Projects

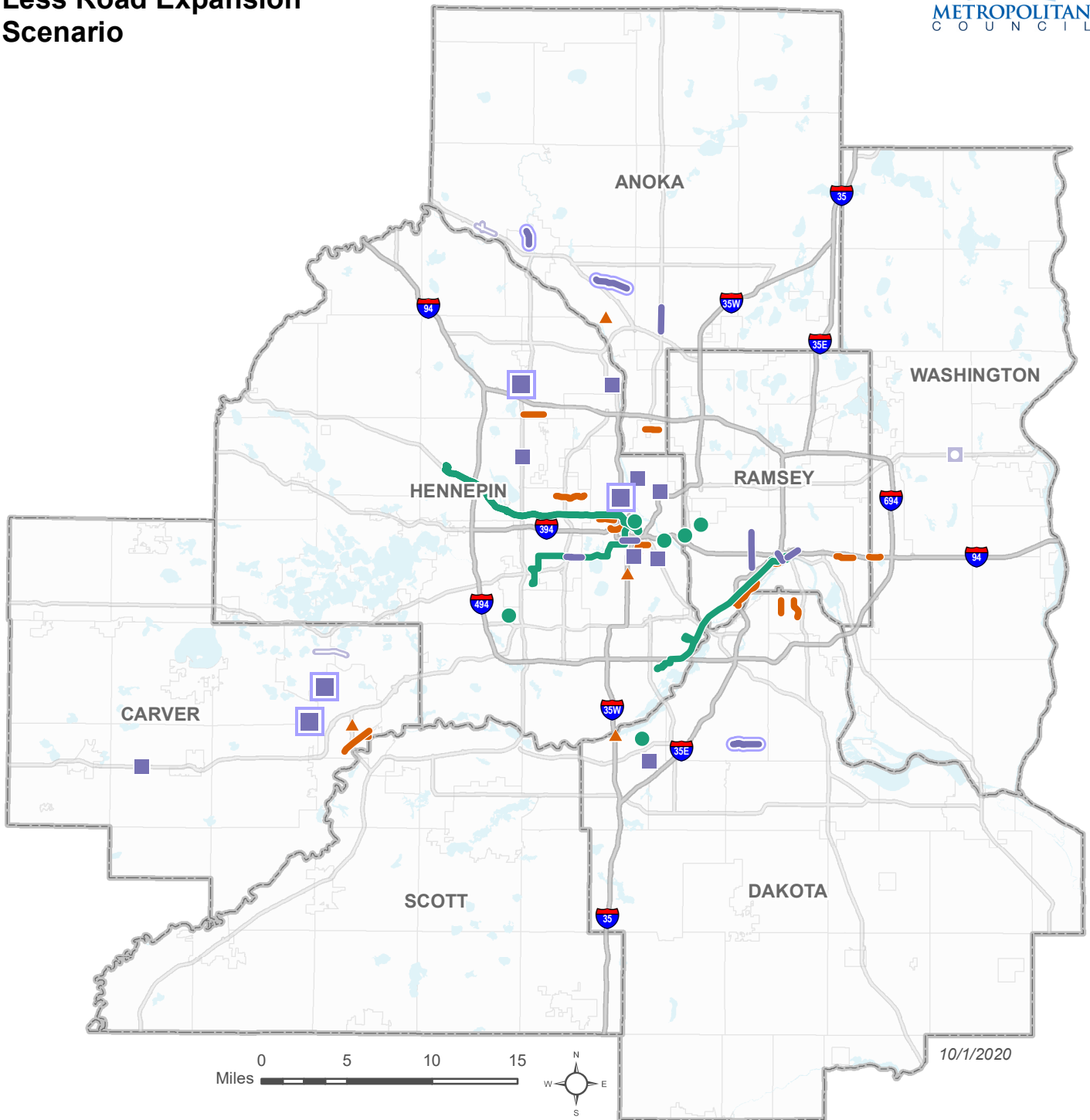
- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions
- Bicycle/Pedestrian Subtractions

Background






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

56 Total Projects






**Figure 4. Locations of 2020 Regional Solicitation Projects
Less Road Expansion
Scenario**



Projects

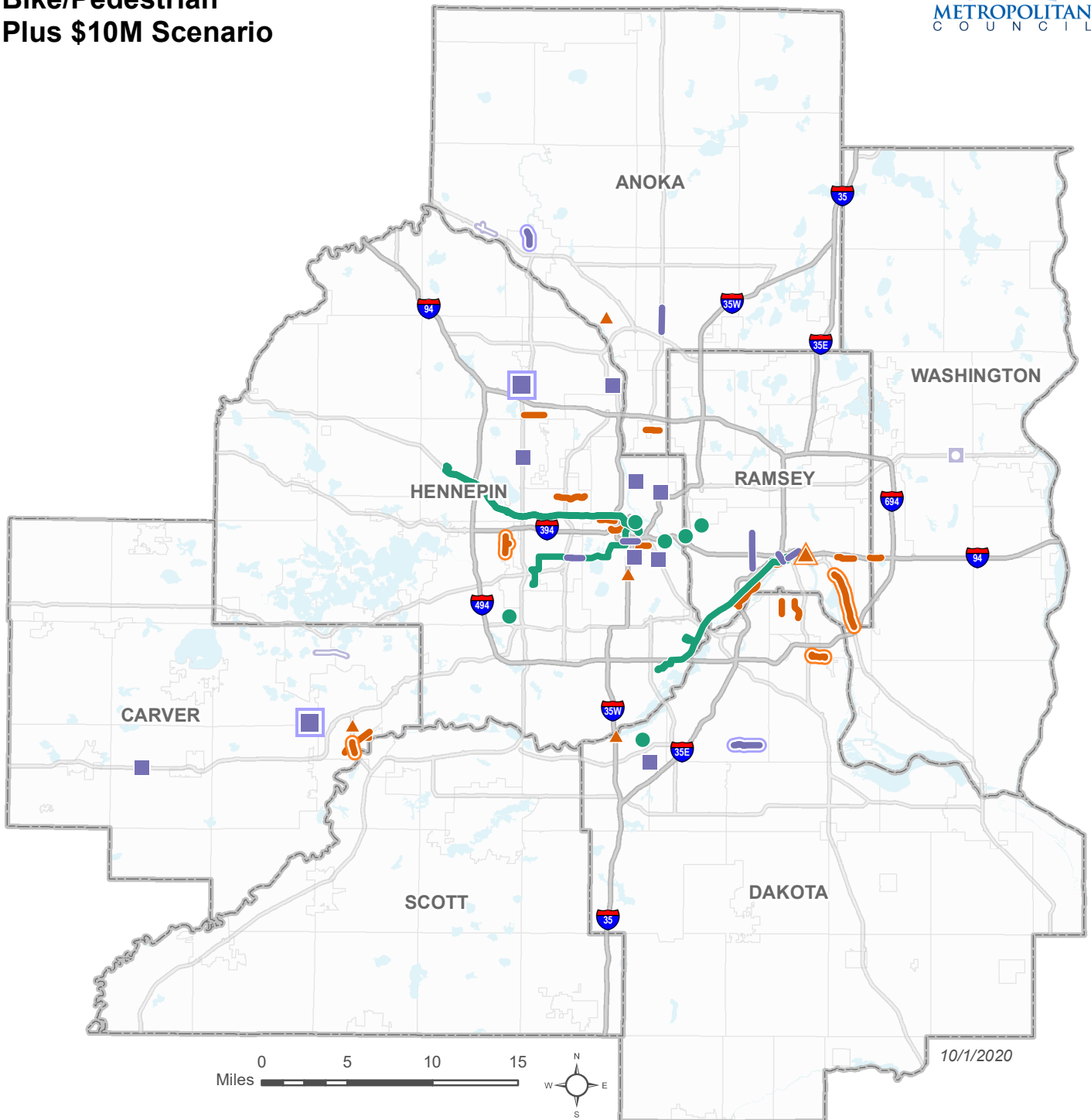
-  Roadway
-  Roadway Additions
-  Roadway Subtractions
-  Transit
-  Bicycle/Pedestrian

Background

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

50 Total Projects

**Figure 5. Locations of 2020 Regional Solicitation Projects
Bike/Pedestrian
Plus \$10M Scenario**



Projects

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

Background

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

52 Total Projects