

# TRANSPORTATION ADVISORY BOARD

## MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | November 4, 2020

9:00 AM

Call-in number: 1-888-742-5095

Conference code number: 375-153-7050

### AGENDA

#### I. CALL TO ORDER

#### II. APPROVAL OF AGENDA

(Agenda is approved without vote unless amended.)

#### III. APPROVAL OF MINUTES

October 7, 2020 meeting of the TAB Technical Advisory Committee

#### IV. TAB REPORT

#### V. COMMITTEE REPORTS

1. Executive Committee (Lisa Freese, Chair)

2. TAC Action Items

No items

3. Planning Committee (Kevin Roggenbuck, Chair)

No items

4. Funding & Programming Committee (Paul Oehme, Chair)

No items

#### VI. SPECIAL AGENDA ITEMS

1. Post-COVID 19 Travel Behavior and Trends (Jonathan Ehrlich and Ashley Asmus, MTS)

2. 2020 Regional Solicitation Funding Scenarios (Steve Peterson, MTS)

#### VII. AGENCY REPORTS

#### VIII. OTHER BUSINESS

#### IX. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

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*Transportation Advisory Board  
of the Metropolitan Council*

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**Minutes of a Meeting of the  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, October 7, 2020  
9:00 A.M.**

**Members Present:** Lisa Freese, Joe MacPherson, Lyndon Robjent, Gina Mitteco, Chad Ellos, Brian Isaacson, Emily Jorgensen, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Jon Solberg, Mehjabeen Rahman, Matt Fyten, Peter Dahlberg, Danny McCullough, Karl Keel, Ken Ashfeld, Anne Kane, Paul Oehme, Michael Thompson, Kim Lindquist, Robert Ellis, Jim Kosluchar, Jenifer Hager, Bill Dermody, Paul Kurtz, Kevin Roggenbuck

**1. Call to Order**

The meeting was called to order by Chair Freese at 9:04 a.m. Due to the COVID-19 pandemic, the meeting was held via video conference.

**2. Approval of Agenda**

The Committee approved the agenda via roll call.

**3. Approval of Minutes**

A motion to approve the September 2, 2020 TAC minutes was made by Mr. Dermody and seconded by Mr. Keel. Motion carried.

(Meeting minutes for the March 4, 2020 minutes will be presented for approval at a future committee meeting.)

**4. TAB Report**

TAB Coordinator Ms. Koutsoukos provided a summary of the September 16, 2020 meeting.

**5. Committee Reports**

**1. Executive Committee (Lisa Freese, Chair)**

Chair Freese noted that her time as TAC Chair was nearing its end and updated the TAC on the process for selecting a new Chair for 2021-2023.

**2. TAC Action Items**

**a) 2020-34: 2021-2024 Streamlined TIP Amendment for MVTA: Burnsville Bus Garage Renovation**

This item was presented by Joe Barbeau of MTS. The streamlined TIP amendment is a request by the Minnesota Valley Transit Authority (MVTA) to expand and renovate the Burnsville Bus Garage. This amendment is requested because MVTA was recently awarded Federal Transit Administration Section

5339 discretionary funds to renovate and expand the bus garage. It will improve the condition of the existing facility, assist in resolving congestion, and increase the bus storage capacity by 30.

A motion to recommend approval of the amendment was made by Mr. Thompson and seconded by Mr. Solberg. Motion carried.

**b) 2020-35: 2021-2024 Streamlined TIP Amendment for MnDOT Signal System Replacement in Chanhassen**

Mr. Barbeau presented this item, noting that MnDOT is requesting a TIP amendment in order to modernize a rail crossing signal system in Chanhassen. The project is required in order to add a new rail crossing in fiscal year 2021. The rail crossing will be located at CSAH 18 at Lyman Boulevard in Chanhassen. Simultaneously, MnDOT will drop project 27-00328, a replacement of lights and gates in the City of Minneapolis. The project will be funded from the Highway Rail Grade Crossings and Rail Safety program.

A motion to recommend approval of the amendment was made by Mr. Kosluchar and seconded by Mr. Oehme. Motion carried.

**3. Planning Committee (Kevin Roggenbuck, Chair)**

No Items.

**4. Funding and Programming Committee (Paul Oehme, Chair)**

No items.

**6. Special Agenda Items**

**1. Funding Scenarios for the Regional Solicitation (Steve Peterson and Joe Barbeau, MTS)**

Mr. Peterson presented this item. He noted that the Regional Solicitation scoring appeal process has been completed and staff has started to compile funding scenarios. Mr. Peterson presented five draft funding scenarios, all of which fall within the modal funding ranges set by TAB. The scenarios are intended to be thematic while also addressing public comments on the 2040 draft Transportation Policy Plan that reflected a desire for less funding for roadway expansion and increased funding for bike/ped modes.

The preliminary funding scenarios included the following:

- Historical Funding. This scenario is most like past selection history dating back to 2014.
- Bigger Projects. This scenario focuses on funding larger projects and slightly favors strategic capacity within the roadways mode and multiuse trails/bicycle facilities within the bike/ped mode.
- More Projects. This scenario represents a counterpoint to the bigger projects scenario and emphasizes categories with lower federal maximum awards.
- Less Roadway Expansion. This scenario strictly affects the roadways category and responds to public feedback on the draft Transportation Policy Plan. It funds three fewer \$10 million strategic capacity projects compared to the historical process scenarios in favor of lower-cost roadway projects.
- Bike/Ped Plus \$10 Million Scenario. This category deviates from the modal targets by shifting an additional \$10 million to bike/ped projects.

Mr. Peterson presented an overall scenario comparison and a table representing which projects would be funded under each scenario. The TAC and TAC Funding and Programming committee members requested an additional scenario that shifts \$4 million to \$5 million back to roadways, to essentially undo the \$5 million dollar increase that TAB agreed to provide to transit and TDM. This should be called the “regional highways” scenario.

The committees also requested that 10% over-programming (roughly \$20 million) be shown in each scenario, with the additional overprogrammed projects highlighted. Members also thought the proposed new regional highways scenario address other modes, in particular because these projects usually include large investments to bike and ped elements.

Several members questioned whether the rule to only allow for up to \$7 million for BRT projects has unintended consequences. Some projects that are classified as BRT serve more than just the BRT route and positively impact other transit routes and pedestrian movements.

Finally, committee members suggested that each scenario show the number of ADA improvements and a table showing the geographic location of projects.

## **2. Post-COVID 19 Travel Behavior and Trends (Jonathan Ehrlich and Ashley Asmus, MTS)**

Due to time constraints, this item was pushed from the agenda.

## **7. Agency Reports**

Mr. Solberg of MnDOT reminded the Committee that the Capital Improvements Committee would meet on Friday and announced that awards for MnDOT’s freight program will be announced in the coming months.

Mr. Harrington from Metro Transit announced that the agency was operating its September schedules for local service at about 90% to 100% of pre-pandemic figures but express bus services were down to 20% of pre-pandemic levels. Buses are cleaned daily and operators are regularly tested for COVID-19. Buses are limited to 25% capacity.

## **8. Other Business and Adjournment**

The meeting was adjourned at 11:05 a.m.

### **Prepared by:**

David Burns

## Information Item

**DATE:** November 4, 2020  
**TO:** Technical Advisory Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
 Steve Peterson, Manager of TAB/TAC Process (651-602-1819)  
**SUBJECT:** Draft Funding Scenarios for the Regional Solicitation

**TAB Feedback from 10/21/20**

At its October meeting, TAB discussed six proposed funding scenarios and provided the following direction:

- Focus on the Historical Process and More Projects scenarios. This removes the Regional Roadways, Bigger Projects, Less Roadway Expansion, and Increased Bike/Pedestrian scenarios.
- Use roughly 10% (\$20M) overprogramming. Traditionally, overprogramming has been treated as an extension of the basic program. That is, overprogramming funds have been distributed in a way that keeps the modes near the middle of their historic modal funding ranges. TAB advised considering whether overprogramming could be used to address specific objectives beyond modal midpoints such as improving the geographic balance throughout the region or to fund more projects that promote equity.

The remaining funding scenarios are:

1. Historical Process (Orange): This scenario is similar to TAB’s past selection history dating back to 2014. The scenario focuses on the midpoints of the TAB approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian) and within modal categories allocates funding based upon the number of application submittals within each application category. This option shows 46 funded projects as shown in Tables 1 and 2.
2. More Projects Scenario (Pink): This scenario maintains the modal midpoints of the TAB approved funding ranges, but within modes it focuses on application categories with lower federal maximum award amounts. This scenario shows 56 funded projects, made possible by focusing funding on the Traffic Management Technologies, Spot Mobility & Safety, Pedestrian, and Safe Routes to School application categories rather than the application categories with higher federal maximums such as Roadway Strategic Capacity and Multiuse Trails and Bicycle Facilities.

**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

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

Scenario	Projects	Reg Sol Award	Match	Total Transp. Investment	Unique Applicants	Funded Equity Projects*
Historical Process	46	\$200M	\$209M	\$409M	23	8 of 10
More Projects	56	\$202M	\$200M	\$402M	29	8 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 topics of discussion at the October TAB meeting included:

- The two remaining scenarios do not include funding for any projects located within Scott County. Consideration should be given to provide funding to Scott County, though members noted that only five applications were submitted for projects located within the county (see Table 3).
- Members requested the historic geographic balance information by county to compare alongside the potential results. Table 4 shows that if Scott County does not receive a project this cycle, it still will have received 5% of the region's funding since 2014 (it has 5% of the region's population).
- MnDOT has expressed concern with its ability to contribute to the match at the rate it historically does due to a variety of factors.
- Multimodal elements are included in many roadway projects.

**Table 3: County Demographics<sup>1</sup> and County Distribution with No Overprogramming**

County	Population	Jobs	Submitted Apps	1. Hist Process	Funded Apps	2. More Projects	Funded Apps
Anoka	12%	7%	14	\$22.8M (15%)	4	\$20.5M (13%)	3
Carver	3%	2%	13	\$15.7M (10%)	5	\$10M (6%)	6
Dakota	14%	11%	22.5	\$7.1M (5%)	5.5	\$7.4M (5%)	6.5
Hennepin	41%	53%	36.5	\$64.7M (41%)	19	\$76.4M (48%)	22
Ramsey	18%	19%	22.5	\$35.8M (23%)	9	\$41.0M (26%)	12
Scott	5%	3%	5	\$-	0	\$-	0
Wash.	8%	5%	15.5	\$10.8M (7%)	2	\$3.9M (2%)	5
Total*				\$157M		\$159M	

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

<sup>1</sup> Population and jobs from Metropolitan Council Community Profiles, 2019

**Table 4: Historic County Funding Balance**

County	Population	Jobs	2014-2018	2014-2020 with Historical Process Scenario	2014-2020 with More Projects Scenario
Anoka	12%	7%	\$43M (7%)	\$66M (8%)	\$66M (8%)
Carver	3%	2%	\$20M (3%)	\$36M (5%)	\$29M (4%)
Dakota	14%	11%	\$64M (10%)	\$78M (10%)	\$79M (10%)
Hennepin	41%	53%	\$335M (54%)	\$413M (52%)	\$417M (52%)
Ramsey	18%	19%	\$95M (15%)	\$131M (16%)	\$138M (17%)
Scott	5%	3%	\$36M (6%)	\$36M (5%)	\$36M (5%)
Wash.	8%	5%	\$25M (4%)	\$36M (5%)	\$29M (4%)

**Funding & Programming Committee Feedback from 10/22/20**

The Funding & Programming Committee discussed several ideas for how to use the 10% (roughly \$20M) overprogramming within either of the two scenarios. Ideas included:

- Allowing for partial funding of the applicants’ requests for overprogrammed projects.
- Assuring funding for Scott County, which does not have a funded application in either scenario. This also could be applied to Dakota County, which is the most under-funded county relative to its percent of the regional population.
- Using overprogramming to fund lower cost roadway (Traffic Management Technology and Spot Mobility and Safety application categories) or bicycle/pedestrian projects alongside the Historical Process, to maximize the number of projects funded.
- Capturing specific features of potential overprogrammed projects, such as safety or multi-modal impact.

The following seven overprogramming options were developed based on TAB and Funding & Programming Committee feedback. There are five options for the Historical Process funding scenario and two options for the More Projects scenario. If TAB aims to use the overprogramming to get every county a project and/or better align regional population to funding allocations, then the Historical Process funding scenario is a better option to select. For these reasons, three additional options are shown for the Historical Process scenario.

Historical Process Funding Scenario Overprogramming Options:

- **1A: Each County Gets a Project (3 Projects).** The primary purpose of this option is to fund a project within each county and does so by not skipping over any higher-scoring projects. It fully funds the #6 (an equity bonus project in Carver County) and #7 (Scott County) Strategic Capacity projects, as well as one more Pedestrian project.
- **1B: Each County Gets a Project, Partial Funding (9 Projects).** The primary purpose of this option is to fund Strategic Capacity project #7 (Scott County) and Roadway Reconstruction/Modernization project #6 (Dakota County), which would provide Scott County with a project and increase funding for Dakota County, which is underrepresented relative to its regional population. In order to get to those projects without skipping any higher scoring ones, only 50% of the federal requests are met for four projects (Carver County, Scott County, Maple Grove, and Dakota County). It also adds five more Pedestrian projects.
- **1C: Each County Gets a Project, Skips Projects (7 Projects).** The primary purpose of this approach is to fully fund Strategic Capacity project #7 (Scott County) and Roadway Reconstruction/Modernization project #6 (Dakota County). This would require skipping the higher scoring projects above them (an equity bonus project from Carver County and a project from Maple Grove). This option also funds five additional Pedestrian projects. Out of the seven overprogramming options, 1C most closely aligns county population and funding received within each county.

- **1D: Additional Low-Cost Projects (9 Projects).** This was an approach discussed by committee members that funds a high number of additional low-cost projects in the roadways and bike/pedestrian application categories. It funds three more Traffic Management Technology, three more Spot Mobility and Safety, one more Multiuse Trails, four Pedestrian, and two Safe Routes to School projects.
- **1E: Continue Modal Midpoints (4 Projects).** This option is most reflective of past practice with overprogramming. It is meant to continue the modal midpoints. This option funds two Roadway Reconstruction projects (Maple Grove and Dakota County), one Transit Expansion project (SouthWest Transit), and one Pedestrian project (Chaska).

More Projects Funding Scenario Overprogramming Options:

- **2A: Additional Low-Cost Projects (5 Projects).** This option is similar in theme to 1D. It funds one Traffic Management Technology project, one Spot Mobility and Safety project, one Roadway Reconstruction (Dakota County), and two Multiuse Trail projects.
- **2B: Continue Modal Midpoints (4 Projects).** This option is similar to 1E. It funds one Traffic Management Technology, one Roadway Reconstruction project, one Transit Expansion project, and one Multiuse Trail project.

Table 5 shows the pros and cons of each of the seven overprogramming options, while Tables 6 and 7 show the county funding balance of each option. Table 5 was created using the assumption that there is a desire to achieve better county funding balance for both Scott and Dakota counties. Staff requests input from TAC in further filling in this table. Figure 1 at the end of the memo provides a decision tree to help guide TAB's decision-making process based on their goals for the use of the overprogramming funds.



**Table 5: Pros and Cons of Each Overprogramming Option**

Overprogramming Option	Pros	Cons
1A: Each County Gets a Project	<ul style="list-style-type: none"> <li>-Doesn't skip over any projects or violate TAB's practice of funding the highest scoring projects</li> <li>-Funds another equity project (Carver Co)</li> <li>-Funds a project in Scott Co</li> <li>-Funds a \$10M Washington Co roadway project</li> </ul>	<ul style="list-style-type: none"> <li>-Does not fund another Dakota Co project</li> <li>-Only funds 3 more projects</li> </ul>
1B: Each County Gets a Project, Partial Funding	<ul style="list-style-type: none"> <li>-Provides partial funding to projects in both Scott and Dakota Co, as well as 2 others</li> <li>-Partially funds another equity project (Carver Co)</li> <li>-Funds 9 more projects in total</li> <li>-Funds a \$10M Washington Co roadway project</li> </ul>	<ul style="list-style-type: none"> <li>-By partially funding 4 large projects, it creates more risk that these projects will not be delivered due to funding shortfalls</li> </ul>
1C: Each County Gets a Project, Skips Projects	<ul style="list-style-type: none"> <li>-Most closely aligns population and project funding</li> <li>-Funds a project in both Scott and Dakota Co</li> <li>-Funds 7 more projects</li> <li>-Funds a \$10M Washington County roadway project</li> </ul>	<ul style="list-style-type: none"> <li>-Skips over higher-ranked projects, including an equity bonus project</li> <li>-Does not adhere to TAB's practice of funding the highest scoring projects</li> </ul>
1D: Additional Low-Cost Projects	<ul style="list-style-type: none"> <li>-Funds 9 more projects</li> <li>-Funds a Dakota Co Pedestrian project</li> <li>-Funds a \$10M Washington Co roadway project</li> </ul>	<ul style="list-style-type: none"> <li>-Does not fund a Scott Co project</li> </ul>
1E: Continue Modal Midpoints	<ul style="list-style-type: none"> <li>-Funds a Dakota Co roadway project</li> <li>-Includes another transit project</li> <li>-Consistent with TAB's approach on modal midpoints</li> <li>-Funds a \$10M Washington County roadway project</li> </ul>	<ul style="list-style-type: none"> <li>-Does not fund a Scott Co project</li> </ul>
2A: Additional Low-Cost Projects	<ul style="list-style-type: none"> <li>-Funds a Dakota Co roadway project</li> </ul>	<ul style="list-style-type: none"> <li>-Does not fund a \$10M Washington Co roadway project</li> </ul>
2B: Continue Modal Midpoints	<ul style="list-style-type: none"> <li>-Funds a Dakota Co roadway project</li> <li>-Includes another transit project</li> <li>-Consistent with TAB's approach on modal midpoints</li> </ul>	<ul style="list-style-type: none"> <li>-Does not fund a \$10M Washington Co roadway project</li> </ul>

**Table 6: 2020 County Funding Balance: Historical Process**

County	Pop	Jobs	1. Before Overprogramming	1a	1b	1c	1d	1e
Anoka	12%	7%	\$23M (15%)	\$23M (13%)	\$23M (13%)	\$23M (13%)	\$23M (13%)	\$23M (13%)
Carver	3%	2%	\$16M (10%)	\$26M (15%)	\$20M (11%)	\$17M (9%)	\$21M (12%)	\$17M (9%)
Dakota	14%	11%	\$7M (5%)	\$7M (4%)	\$12M (7%)	\$14M (8%)	\$7M (4%)	\$14M (8%)
Hennepin	41%	53%	\$65M (41%)	\$65M (37%)	\$68M (39%)	\$65M (37%)	\$70M (39%)	\$78M (44%)
Ramsey	18%	19%	\$36M (23%)	\$36M (20%)	\$37M (21%)	\$37M (21%)	\$42M (24%)	\$36M (20%)
Scott	5%	3%	\$-	\$10M (5%)	\$5M (3%)	\$10M (5%)	\$-	\$-
Wash.	8%	5%	\$11M (7%)	\$11M (6%)	\$12M (7%)	\$12M (7%)	\$14M (8%)	\$11M (6%)

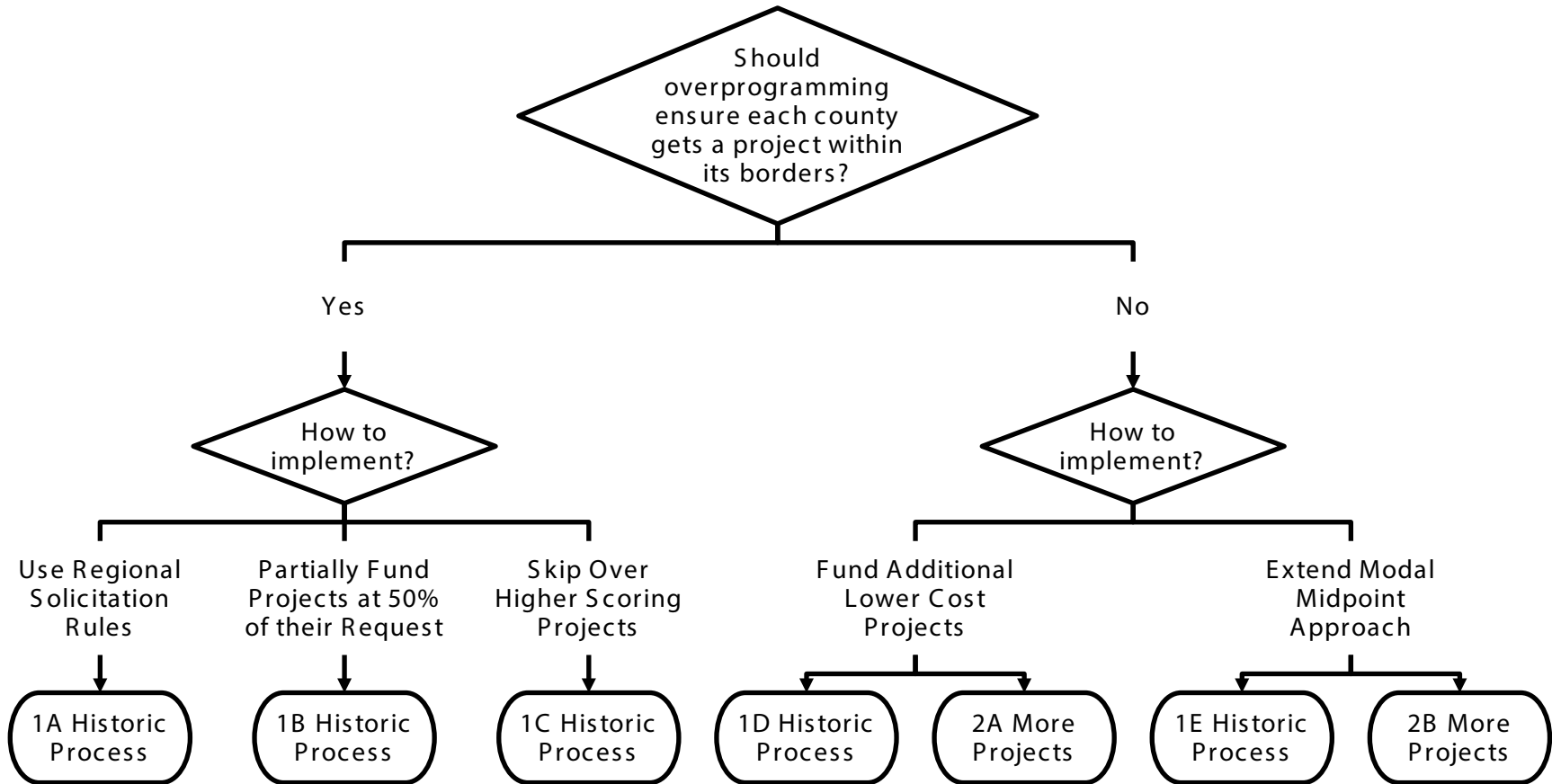
**Table 7: 2020 County Funding Balance: More Projects**

County	Pop	Jobs	1. Before Overprogramming	2a	2b
Anoka	12%	7%	\$20.5M (13%)	\$23M (13%)	\$23M (13%)
Carver	3%	2%	\$10M (6%)	\$11M (6%)	\$10M (6%)
Dakota	14%	11%	\$7.4M (5%)	\$14M (8%)	\$14M (8%)
Hennepin	41%	53%	\$76.4M (48%)	\$79M (45%)	\$82M (46%)
Ramsey	18%	19%	\$41.0M (26%)	\$44M (25%)	\$44M (25%)
Scott	5%	3%	\$-	\$-	\$-
Wash.	8%	5%	\$3.9M (2%)	\$4M (2%)	\$4M (2%)

**Other Assumptions**

1. Taken from the total amount (\$198M) is \$4.9 million for Unique Project(s) to be distributed by the 2022 Regional Solicitation. Criteria for unique project selection will be established in 2021.
2. 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, which allows up to \$7M for other BRT projects.
3. Given the \$32 million BRT maximum, only one of the two projects ranked at the top of their respective categories (Transit Expansion and Transit Modernization) can be funded. Each of these projects is related to the Gold Line BRT project. In Transit Modernization it is a project for downtown Saint Paul stations that serves Gold Line BRT and several different transit routes and in Transit Expansion the submittal is for a new Gold Line 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 the Transit Modernization project if only one can be funded.
4. There is 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.

Figure 1: Overprogramming Options



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

Rank	ID	Applicant	County	City	Project Name	Funct Class	1. Historical Process Funding Scenario					2. More Projects Funding Scenario		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points						
1	14361	Minneapolis	Hennepin	Minneapolis	Minneapolis City-Wide Signal Retiming	Augmentor Reliever, Augmentor								\$2,500,000	\$625,000	\$3,125,000	\$2,500,000	<b>811</b>	
2	14083	St. Paul	Ramsey	St. Paul	Dale Street Traffic Signal Modernization	Augmentor	\$4,500,800	\$4,500,800	\$4,500,800	\$4,500,800	\$4,500,800			\$2,000,800	\$500,200	\$2,501,000	\$4,500,800	<b>817</b>	
3	14090	Minneapolis	Hennepin	Minneapolis	City of Minneapolis ITS Upgrades and Enhancements	Augmentor				Overprogram				\$3,000,000	\$750,000	\$3,750,000	\$7,500,800	<b>807</b>	
4	14027	Carver Co	Carver	4 Cities; 1 Township	Carver County Traffic Signal Tech and ITS Enhancements	Expanders, Con				Overprogram			\$9,080,800	\$9,080,800	\$1,580,000	\$395,000	\$1,975,000	\$9,080,800	<b>776</b>
5	14126	Ramsey Co	Ramsey	Mounds View	Mounds View Blvd Traffic Management Tech.	Reliever				Overprogram			Overprogram	Overprogram	\$2,536,085	\$634,021	\$3,170,106	\$11,616,885	<b>630</b>
													\$11,616,885	\$2,904,221	\$14,521,106				

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

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

**Roadway Reconstruction/Modernization**

Rank	ID	Applicant	County	City	Project Name	Funct Class	1. Historical Process Funding Scenario					2. More Projects Funding Scenario		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points						
1	13970	Hennepin Co	Hennepin	Minneapolis	CSAH 5 (Franklin Ave) Reconstruction Project	Reliever								\$7,000,000	\$6,782,000	\$13,782,000	\$7,000,000	912	
2	14012	Hennepin Co	Hennepin	Minneapolis	CSAH 153 (Lowry Ave NE) Reconstruction Project	Augmentor								\$7,000,000	\$2,022,600	\$9,022,600	\$14,000,000	716	
3	14013	St. Paul	Ramsey	St. Paul	Robert Street Reconstruction	Reliever								\$7,000,000	\$11,000,000	\$18,000,000	\$21,000,000	699	
4	14327	Hennepin Co	Hennepin	St. Louis Park	CSAH 5 (Minnetonka Blvd) Reconstruction Project	Augmentor	\$28,000,000	\$28,000,000	\$28,000,000	\$28,000,000	\$28,000,000			\$7,000,000	\$3,357,000	\$10,357,000	\$28,000,000	683	
5	14071	Maple Grove	Hennepin	Maple Grove, Brooklyn Park, Osseo	Highway 169 and County Road 130 Interchange Reconstruction	Reliever		Overprogram: Partial Funding 50%				Overprogram	\$35,000,000	\$35,000,000	\$7,000,000	\$6,795,000	\$13,795,000	\$35,000,000	610
6	14303	Dakota Co	Dakota	Eagan	Reconstruction of CSAH 32 from CSAH 43 to 0.2 miles east of Dodd Road in Eagan	Expander		Overprogram: Partial Funding 50%	Overprogram			Overprogram	Overprogram	Overprogram	\$7,000,000	\$3,900,000	\$10,900,000	\$42,000,000	588
7	14396	Anoka (City)	Anoka	Anoka	TH 47 Corridor Improvements Project	Connector								\$4,152,000	\$1,038,000	\$5,190,000	\$46,152,000	585	
8	14141	Anoka Co	Anoka	Coon Rapids	Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project	Expander								\$5,214,400	\$1,303,600	\$6,518,000	\$51,366,400	583	
9	14031	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue Reconstruction	Reliever								\$5,040,800	\$1,260,200	\$6,301,000	\$56,407,200	587	
10	14107	Ramsey Co	Ramsey	Shoreview	Hodgson Road (CSAH 49) Safety and Mobility Project	Expander								\$5,000,000	\$6,362,795	\$11,362,795	\$61,407,200	534	
11	14044	Minneapolis	Hennepin	Minneapolis	42nd Street Reconstruction Project	Augmentor								\$7,000,000	\$2,708,500	\$9,708,500	\$68,407,200	521	
12	14021	Shakopee	Scott	Shakopee	Marystown Road Corridor	Expander								\$4,918,000	\$1,229,500	\$6,147,500	\$73,325,200	514	
13	14014	St. Paul	Ramsey	St. Paul	University Avenue (I-35E to Lafayette Rd)	Reliever								\$5,500,000	\$1,375,000	\$6,875,000	\$78,825,200	455	
14	14069	Washington Co	Washington	Lake Elmo, West Lakeland Township	CSAH 15 Reconstruction - Manning Phase 4	Expander								\$5,011,952	\$1,252,988	\$6,264,940	\$83,837,152	452	
15	14293	Rogers	Hennepin	Rogers, Dayton	Fletcher Bypass - Hennepin County 116 to 81	Expander								\$3,181,040	\$795,260	\$3,976,300	\$87,018,192	439	
16	14051	Carver Co	Carver	Mayer, Waconia Township	CSAH 30 Rural Connection from TH 25 to CSAH 10	Connector								\$2,562,400	\$640,600	\$3,203,000	\$89,580,592	347	
17	14304	Dakota Co	Dakota	Eureka Township, Greenvale Township	Reconstruction of CSAH 86 from west Dakota County line to CSAH 23 (Galaxie Avenue) in Dakota County	Connector								\$4,800,000	\$1,200,000	\$6,000,000	\$94,380,592	281	
													\$94,380,592	\$53,023,043	\$147,403,635				

**Bridges**

Rank	ID	Applicant	County	City	Project Name	Funct Class	1. Historical Process Funding Scenario					2. More Projects Funding Scenario		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
							1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points					
1-T	14061	Hennepin Co	Hennepin	Plymouth, New Hope	CSAH 9 (Rockford Rd) Bridge Replacement Project	Augmentor								\$6,888,000	\$1,722,000	\$8,610,000	\$6,888,000	778
1-T	14087	St. Paul	Ramsey	St. Paul	Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A	Reliever	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$7,000,000	\$56,903,000	\$63,903,000	\$13,888,000	778
3	14138	Ramsey Co	Ramsey	New Brighton	Replacement of Bridge 4533, Old Highway 8 (CSAH 77) over the Minnesota Commercial Railroad	Reliever								\$1,937,365	\$484,341	\$2,421,706	\$15,825,365	728
4	14042	Hennepin Co	Hennepin	Minneapolis, Robbinsdale, Crystal, Brooklyn Center	CSAH 152 (Washington Ave N) Bridge Replacement Project	Reliever								\$2,848,000	\$712,000	\$3,560,000	\$18,673,365	723
5	14332	Hennepin Co	Hennepin	Minneapolis	CSAH 152 (Osseo Rd) Rehabilitation Project	Reliever								\$2,738,400	\$684,600	\$3,423,000	\$21,411,765	615
6	14117	Ramsey Co	Ramsey	Roseville	Replacement of Bridge No. 62519, Count Road C over BNSF RR	Augmentor								\$5,000,000	\$6,098,829	\$11,098,829	\$26,411,765	597
7	14359	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue South over Minnehaha Creek	Reliever								\$7,000,000	\$13,500,000	\$20,500,000	\$33,411,765	577
Total							\$106,286,000	\$106,286,000	\$106,286,000	\$106,286,000	\$106,286,000	\$108,108,703	\$108,108,703	\$33,411,765	\$80,104,770	\$113,516,535		
<b>Overprogramming</b>							\$125,335,600	\$122,810,800	\$123,286,000	\$120,144,788	\$120,286,000	\$120,356,788	\$117,644,788					

Highlighted ID numbers = Equity Bonus Points

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

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

DRAFT FUNDING SCENARIO

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

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

							1. Historical Process Funding Scenario				2. More Projects Funding Scenario								
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
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	\$8,942,679	\$8,942,679	\$8,942,679	\$8,942,679	\$4,669,486	\$1,167,372	\$5,836,858	\$15,942,679	566
5	14024	SouthWest Transit	Hennepin	Eden Prairie, Maple Grove, Plymouth, Minnetonka		✓	I-494 North SW Prime Service in Eden Prairie, Minnetonka, Plymouth, and Maple Grove					Overprogram		Overprogram	\$5,600,000	\$1,400,000	\$7,000,000	\$21,542,679	555
6	14340	MVTA	Hennepin, Dakota	Minneapolis, Mendota Heights, Eagan		✓	Route 436 Expansion - Viking Lakes in Eagan, Mendota Heights, and Minneapolis								\$2,600,000	\$650,000	\$3,250,000	\$24,142,679	495
7	14146	Metro Transit	Washington, Hennepin	Stillwater		✓	New Route 274 Express in Stillwater and Minneapolis								\$1,321,553	\$330,388	\$1,651,941	\$25,464,232	453
8	14296	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 23 Service Improvement in Minneapolis and St. Paul								\$3,018,668	\$754,667	\$3,773,336	\$28,482,901	337
9	14178	Metro Transit	Ramsey, Washington	7 Cities		✓	Route 219 Service Improvement in Maplewood, White Bear Lake, Mahtomedi, North St. Paul, Oakdale, Landfall, and St. Paul								\$1,750,320	\$437,580	\$2,187,900	\$30,233,221	328
10	14330	SouthWest Transit	Hennepin, Carver	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	SouthWest Transit Golden Triangle Mobility Hub in Eden Prairie, Chaska, Chanhassen, Carver, Victoria								\$4,055,200	\$1,013,800	\$5,069,000	\$34,288,421	295
															\$34,288,421	\$14,993,052	\$49,281,473		

							1. Historical Process Funding Scenario				2. More Projects Funding Scenario								
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
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								\$7,000,000	\$1,750,000	\$8,750,000	\$14,000,000	637
3	14078	Dakota Co	Dakota	Apple Valley	✓	✓	140th Red Line Pedestrian Bicycle Overpass in Apple Valley	Skip due to	BRT maximum	being met	with Gold	Line	ID#14392		\$2,400,000	\$600,000	\$3,000,000	\$16,400,000	610
4	14171	MVTA	Dakota	7 Cities		✓	Burnsville Bus Garage (BBG) Modernization								\$2,800,000	\$700,000	\$3,500,000	\$19,200,000	604
5	14084	Apple Valley	Dakota	Apple Valley	✓	✓	Apple Valley Red Line BRT 147th Street Station Skyway	Skip due to	BRT maximum	being met	with Gold	Line	ID#14392		\$3,810,400	\$952,600	\$4,763,000	\$23,010,400	602
6	14191	SouthWest Transit	Carver	Chaska		✓	Signal Prioritization at East Creek Park and Ride in Chaska	\$17,243,520	\$17,243,520	\$17,243,520	\$17,243,520	\$17,243,520	\$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		

							1. Historical Process Funding Scenario				2. More Projects Funding Scenario								
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
		Metro Transit					Arterial Bus Rapid Transit Program	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000					

							1. Historical Process Funding Scenario				2. More Projects Funding Scenario								
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
							TMO Set-aside for 2025-2026*	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$1,450,000	\$7,250,000	\$5,800,000	-
							TDM Set-aside for 2025-2026*	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-

1	14041	MOVE Minnesota	Hennepin, Ramsey	Minneapolis, St. Paul			Changing the School Commute: Shifting Youth to Transit Use								\$452,700	\$113,175	\$565,875	\$452,700	892	
2	14372	Bicycle Alliance of Minnesota	Hennepin, Ramsey, Dakota	13 Cities			Expanding Adult Learn to Ride Bicycle classes and related programming from St. Paul and Minneapolis to inner suburbs								\$350,488	\$147,600	\$498,088	\$803,188	733	
3	13996	Cycling Without Age Twin Cities	Hennepin, Ramsey	Minneapolis, St. Paul			CWA TC Short Trip Program								\$236,856	\$59,214	\$296,070	\$1,040,044	598	
4	14400	Move Minneapolis	Hennepin	Minneapolis			Comprehensive Mode Share Measurement	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$275,000	\$69,094	\$344,094	\$1,315,044	444	
															\$1,315,044	\$389,083	\$1,704,127	\$3,610,976		
Total (does not include TDM projects)								\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$7,000,000	\$1,750,000	\$8,750,000		
10% Overprogramming or +\$6M for Transit: Increases Midpoint to \$63M								\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$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	1. Historical Process Funding Scenario					2. More Projects Funding Scenario		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
						1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points					
1	14160	Minneapolis	Hennepin	Minneapolis	Hennepin/Dunwoody Protected Bikeway & Multiuse Trail							\$3,760,000	\$940,000	\$4,700,000	\$3,760,000	943	
2	14112	St Paul	Ramsey	St. Paul	Samuel Morgan Regional Trail Segments 1 & 4 Reconstruction							\$4,956,800	\$1,239,200	\$6,196,000	\$8,716,800	883	
3	14335	St Paul	Ramsey	St. Paul	Kellogg Blvd Capital City Bikeway - St. Peter to 7th St							\$5,500,000	\$1,444,759	\$6,944,759	\$14,216,800	870	
4	14115	Burnsville	Dakota	Burnsville	I-35W Frontage Trail /I-35W Minnesota River Crossing							\$388,000	\$97,000	\$485,000	\$14,604,800	804	
5	13983	Three Rivers PD	Hennepin	Golden Valley	Bassett Creek Reg Trail Gap / Duluth St							\$2,561,876	\$640,469	\$3,202,345	\$17,166,676	786	
6-T	14302	Brooklyn Park	Hennepin	Brooklyn Park	63rd Avenue Multiuse Trail							\$744,000	\$186,000	\$930,000	\$17,910,676	783	
6-T	14350	Washington Co	Washington	Oakdale	Century-Greenway Trail							\$825,865	\$206,466	\$1,032,331	\$18,736,541	783	
8	14113	West St Paul	Dakota	West St Paul	CSAH 73 Oakdale Multiuse Trail						\$20,522,141	\$20,522,141	\$1,785,600	\$446,400	\$2,232,000	\$20,522,141	779
9	14026	Coon Rapids	Anoka	Coon Rapids	Coon Creek Reg Trail and Bridge over Coon Rapids Blvd						Overprogram	Overprogram	\$2,400,000	\$2,350,000	\$4,750,000	\$22,922,141	775
10	14287	Chaska	Carver	Chaska	Circle the Brick Trail Connection	\$24,167,773	\$24,167,773	\$24,167,773	\$24,167,773	\$24,167,773	Overprogram		\$1,245,632	\$315,408	\$1,561,040	\$24,167,773	750
11	14062	Minnetonka	Hennepin	Minnetonka	Hopkins Crossroad Multi-Use Trail				Overprogram			\$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	Eagan	MN River Regional Greenway - Ft Snelling State Park UP Rail Overpass							\$3,777,940	\$944,485	\$4,722,425	\$44,243,883	694	
20	14057	Fridley	Anoka	Fridley	53rd Avenue Trail and Sidewalk							\$1,843,313	\$460,829	\$2,304,142	\$46,087,196	684	
21	14073	Dakota Co	Dakota	Mendota Heights	TH 149 Trail and Underpass							\$2,104,100	\$526,025	\$2,630,125	\$48,191,296	669	
22	14175	Anoka Co	Anoka	Fridley	MRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements							\$1,832,000	\$458,000	\$2,290,000	\$50,023,296	666	
23	14342	Farmington	Dakota	Farmington	North Creek Greenway Regional Trail - Downtown Farmington to 195th Street							\$1,411,200	\$352,800	\$1,764,000	\$51,434,496	664	
24-T	14034	Bloomington	Hennepin	Bloomington	Normandale Boulevard Multiuse Trail							\$4,000,000	\$1,476,128	\$5,476,128	\$55,434,496	661	
24-T	14290	Arden Hills	Ramsey	Arden Hills	Mounds View High School Trail							\$974,936	\$243,734	\$1,218,670	\$56,409,432	661	
26	14072	Dakota Co	Dakota	Rosemount	Rosemount CSAH 42 Multiuse Trail and Underpass							\$2,480,000	\$620,000	\$3,100,000	\$58,889,432	651	
27	14070	Scott Co	Scott	Carver, Louisville Twp	Merriam Junction Trail							\$5,500,000	\$4,900,000	\$10,400,000	\$64,389,432	626	
28	14104	Lino Lakes	Anoka	Lino Lakes	Main Street (CSAH 14)/Central Anoka County Regional Trail							\$976,000	\$244,000	\$1,220,000	\$65,365,432	622	
29	13972	Shakopee	Scott	Shakopee	TH 169 Bridge/Quarry Lake Trail							\$3,139,200	\$784,800	\$3,924,000	\$68,504,632	618	
30	14404	Washington Co	Washington	Forest Lake	CSAH 32 Multiuse Trail							\$928,000	\$232,000	\$1,160,000	\$69,432,632	613	
31	14063	Carver Co	Carver, Hennepin	Chanhassen, Eden Prairie	MN River Bluffs Regional Trail							\$1,594,720	\$398,680	\$1,993,400	\$71,027,352	608	
32	14349	Minneapolis	Hennepin	Minneapolis	22nd Avenue Pedestrian and Bicycle Bridge Replacement							\$3,145,000	\$786,250	\$3,931,250	\$74,172,352	607	
33	14161	Cottage Grove	Washington	Cottage Grove	70th Street (CSAH 22) Pedestrian Underpass							\$1,389,690	\$347,425	\$1,737,115	\$75,562,042	586	
34	14085	Apple Valley	Dakota	Apple Valley	Apple Valley CSAH 38 Trail							\$4,000,000	\$1,000,000	\$5,000,000	\$79,562,042	580	
35	14297	Arden Hills	Ramsey	Arden Hills	Old Snelling Trail Extension							\$1,692,160	\$423,040	\$2,115,200	\$81,254,202	566	
36	14162	Cottage Grove	Washington	Cottage Grove	Keats Avenue (CSAH 19) Underpass at Ravine Regional Park							\$1,793,936	\$448,485	\$2,242,421	\$83,048,138	508	
37	14336	Rogers	Hennepin	Rogers	Rogers High School and Middle School Pedestrian Tunnel							\$1,083,331	\$270,833	\$1,354,164	\$84,131,469	492	
												<b>\$84,131,469</b>	<b>\$26,857,684</b>	<b>\$110,989,153</b>			

Pedestrian Facilities						1. Historical Process Funding Scenario					2. More Projects Funding Scenario		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
Rank	ID	Applicant	County	City	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points						
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								\$1,000,000	\$265,000	\$1,265,000	\$2,000,000	642	
3	14355	St. Paul	Ramsey	St. Paul	Burns Avenue Sidewalk Infill - White Bear Avenue to McKnight Road	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000			\$1,000,000	\$250,000	\$1,250,000	\$3,000,000	603	
4	14288	Chaska	Carver	Chaska	Highway 41 Pedestrian Improvements in Historic Downtown Chaska	Overprogram	Overprogram	Overprogram	Overprogram	Overprogram			\$1,000,000	\$754,000	\$1,754,000	\$4,000,000	587	
5	14356	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights ADA Ped Ramp Improvements		Overprogram	Overprogram	Overprogram				\$250,240	\$62,560	\$312,800	\$4,250,240	557	
6	14129	Ramsey Co	Ramsey	St. Paul	Maple Street/I-94 Pedestrian Bridge Replacement		Overprogram	Overprogram	Overprogram				\$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		Overprogram	Overprogram	Overprogram				\$400,000	\$100,000	\$500,000	\$5,650,240	503	
8	14363	Washington Co	Washington	Grant Twp	CSAH 12 Pedestrian Facility		Overprogram	Overprogram			\$5,907,040	\$5,907,040	\$256,800	\$64,200	\$321,000	\$5,907,040	468	
													\$5,907,040	\$5,961,760	\$11,868,800			

Safe Routes to School						1. Historical Process Funding Scenario					2. More Projects Funding Scenario		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
Rank	ID	Applicant	County	City	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Each County Gets a Project, Skip Projects	1D: Additional Low Cost Projects	1E: Continue Modal Mid-Points	2A: Additional Low Cost Projects	2B: Continue Modal Mid-Points					
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								\$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	\$3,057,760	\$3,057,760	\$3,057,760	\$3,057,760			\$1,000,000	\$991,000	\$1,991,000	\$3,057,760	745
5	14358	St. Paul	Ramsey	St. Paul	Crossroads Elementary SRTS				Overprogram				\$720,000	\$180,000	\$900,000	\$3,777,760	657
6	13973	Mahtomedi	Washington	Mahtomedi	Warner Road and 72nd Street North SRTS Improvements				Overprogram		\$4,113,343	\$4,113,343	\$335,583	\$83,896	\$419,479	\$4,113,343	656
						\$30,225,533	\$30,225,533	\$30,225,533	\$30,225,533	\$30,225,533	\$30,542,524	\$30,542,524	\$4,113,343	\$1,769,336	\$5,882,679		
10% Overprogramming or +\$3M for Bike/Pedestrian: Increases midpoint to \$31M						\$ 31,225,533	\$ 33,132,573	\$ 33,132,573	\$ 36,296,056	\$ 31,225,533	\$ 34,188,156	\$ 32,942,524					

Highlighted ID numbers = Equity Bonus Points