

## 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%<br>\$89-\$125M | 25%-35%<br>\$48-\$67M  | 9%-20%<br>\$17-\$39M | 100%   |
| Mid-Point    | 55.5%<br>\$107M        | 30.0%<br>\$58M (\$26M) | 14.5%<br>\$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%)  |

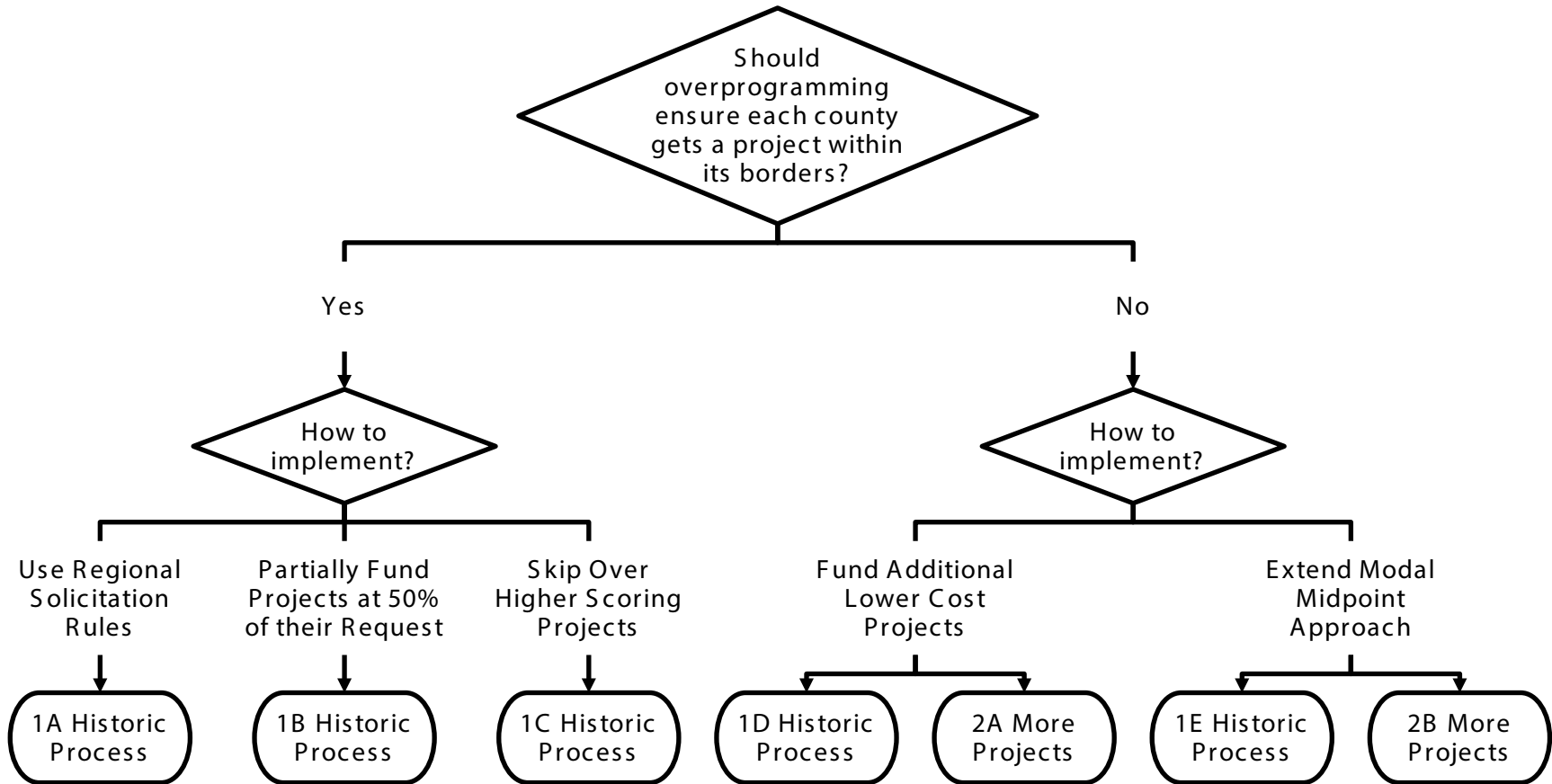
**Table 7: 2020 County Funding Balance: More Projects**

| 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<br>Reliever,<br>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,<br>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,<br>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,<br>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,<br>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,<br>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,<br>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,<br>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,<br>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