

Agenda

TAB Technical Advisory Committee



Meeting Date: October 5, 2022

Time: 9:00 AM

Location: Virtual

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Call to Order

- 1) Approval of the Agenda (Agenda is approved without vote unless amended)
- 2) Approval of September 7, 2022, TAB Technical Advisory Committee Minutes - roll call

Public Comment on Committee Business

TAB Report

Committee Reports

- 1) Executive Committee (Jon Solberg, Chair)
 - a) 2022-40: Streamlined 2023-2026 TIP Amendment – Minnesota River Greenway (Joe Barbeau) - roll call
 - b) 2022-41: Streamlined 2023-2026 TIP Amendment – SouthWest Transit Electric Buses and Charging Station (Joe Barbeau) - roll call
 - c) 2022-42: Streamlined 2023-2026 TIP Amendment – Electric Bus Purchase (Joe Barbeau) - roll call
- 2) Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)

No items.
- 3) Funding & Programming Committee (Paul Oehme, Vice Chair)

No items.

Information

- 1) Highway Safety Improvement Program (Kaare Festvog, MnDOT)
- 2) Regional Solicitation Funding Scenarios (Steve Peterson, Met Council)

Other Business

Adjournment

Council Contact:

Joe Barbeau, Senior Planner
Joseph.Barbeau@metc.state.mn.us
651-602-1705

Minutes

TAB Technical Advisory Committee



Meeting Date: September 7, 2022

Time: 9:00 AM

Location: Virtual

Members Present:

- Jon Solberg, Chair, MnDOT
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Vice Chair (Scott Mareck), Ramsey Co
- Chad Ellos, Hennepin Co
- Lisa Freese, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Ken Ashfeld, Maple Grove
- Marcus Culver, Roseville
- Michael Thompson, Plymouth
- Jenifer Hager, Minneapolis
- Jim Voll, Minneapolis
- Paul Kurtz, Saint Paul
- Bill Dermody, Saint Paul

- Steve Peterson, Council MTS
- Michael Larson, Council CD
- Elaine Koutsoukos, TAB
- Innocent Eyoh, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Praveena Pidaparathi, MnDOT
- Colleen Eddy, DEED
- Vacant, MN DNR
- Danny McCullough, Bicycle
- Vacant, Pedestrian
- Vacant, FHWA (ex-officio)

= present

Call to Order

A quorum being present, Committee Chair Solberg called the regular meeting of the TAB Technical Advisory Committee to order just after 9:00 a.m.

Approval of Agenda

The committee approved the agenda with no changes. Therefore, no vote was needed.

Approval of Minutes

It was moved by Isaacson and seconded by Leitner to approve the minutes of the August 3, 2022, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Following approval, Hager stated that she is incorrectly listed as present, and that Nathan Koster attended in her place. Barbeau said he would make that correction.

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the August 17, 2022, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jon Solberg, Chair)

Chair Solberg reported that the TAC Executive Committee met prior to the TAC meeting and discussed upcoming meeting agendas, \$500,000 in unprogrammed funds in the UPWP, and whether to continue meeting virtually. The committee decided it is appropriate to continue to meet virtually, though in-person meetings should be called as needed for TAC and its standing committees.

1. [2022-34: Revision of TAC Bylaws](#) (Joe Barbeau, MTS)

Barbeau said that the Council's Office of General Council suggested changes to the bylaws to accommodate remote meetings. Following discussing this item as an information item at the August 3, 2022, meeting, the updated draft includes language allowing for TAC alternates to chair standing committees and standing committee alternates to chair subcommittees.

It was moved by MacPherson and seconded by Robjent to adopt the revised TAC bylaws. **Motion carried** unanimously.

2. [2022-35: Streamlined 2023-2026 TIP Amendment: Hennepin Avenue BRT Platforms](#) (Joe Barbeau, MTS)

Barbeau said that the TIP amendments on the agenda are for the 2023-2026 TIP and that TAB can approve them this month. However, they will not be presented to Council until after USDOT approves the 2023-2026 STIP.

Barbeau said that this amendment request is to remove the bus rapid transit station platforms from the project. These platforms were added to the project to complete the projects together. Timing no longer works to complete them together so Hennepin County is asking to remove the platforms, which would return the project to its original form.

It was moved by Hager and seconded by Eyoh to recommend adoption of an amendment to the 2023-2026 TIP to remove bus rapid transit stations from the description of Hennepin County's bikeway project. **Motion carried** unanimously.

3. [2022-36: Streamlined 2023-2026 TIP Amendment: Bruce Vento Trail Extension](#) (Joe Barbeau, MTS)

Barbeau said that this amendment request is to add preliminary engineering for an extension of the Bruce Vento Trail. Federal funding comes from a federal award and is to be matched locally.

It was moved by McCullough and seconded by Oehme to recommend adoption of an amendment to the 2023-2026 TIP to add preliminary engineering for an extension of the Bruce Vento Trail. **Motion carried** unanimously.

4. [2022-37: Streamlined 2023-2026 TIP Amendment: Coon Rapids Boulevard Signal System](#) (Joe Barbeau, MTS)

Barbeau said that this amendment request is to add locally funded mill and overlay and a turn lane to an intersection signal system project in Coon Rapids's HSIP-funded signal system project.

It was moved by Eyoh and seconded by Ellos to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add mill and overlay and a turn lane to Anoka County's CSAH 1 signal system project. **Motion carried** unanimously.

5. [2022-38: Streamlined 2023-2026 TIP Amendment: MN Highway 36 Ramp Reconstruction](#) (Joe Barbeau, MTS)

Barbeau said that this amendment request is to expand Ramsey County's Highway 36 ramp reconstruction project in scope, length, and cost. The increase in length is related to the addition of a retaining wall.



It was moved by MacPherson and seconded by Isaacson to recommend adoption of an amendment to the 2023-2026 TIP to change the termini, add a retaining wall, and increase the cost for Ramsey County's Highway 36 ramp reconstruction project. **Motion carried** unanimously.

6. [2022-39: Streamlined 2023-2026 TIP Amendment: Southwest Transit Mobility Hub](#) (Joe Barbeau, MTS)

Barbeau said that this amendment request is to add the Regional Solicitation-funded Southwest Transit mobility hub to the 2023-2026 TIP. This project is included in the 2022-2025 TIP and needs to be added to the 2023-2026 TIP because it has yet to get underway.

It was moved by Eyoh and seconded by McCullough to recommend adoption of an amendment to the 2023-2026 TIP to add Southwest Transit's transit mobility hub. **Motion carried** unanimously.

Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)

Mareck reported on the August meeting of the TPP Technical Working Group.

1. [2022-31: 2023 Unified Planning Work Program \(UPWP\)](#)

Mareck introduced the Unified Planning Work Program (UPWP) item, for which the TAC Planning Committee is recommending that TAC recommend adoption. He said that the TAC Planning Committee did not act on \$477,000 of additional funding available for 2023. David Burns, Met Council, provided a presentation highlighting the UPWP budget and activities.

Leitner asked about the process for getting input on the scope of the Regional Solicitation evaluation study. Peterson replied that \$500,000 to \$600,000 is allocated starting in 2023 and that the study could go into 2026, adding that there will be a lot of engagement. He said that incorporation the new Thrive and TPP into the funding decisions is the primary purpose.

Robjent asked for more information about the Regional Safety Action Plan and how it relates to county and MnDOT safety plans. Peterson said that one goal is to have a compliant USDOT plan for the Safe Streets and Roads for All program by summer of 2023. He said that applicants can mix and match which plans they use and this plan will be higher-level than county safety plans.

Robjent asked whether this plan is required for MPOs, to which Peterson replied that it is not. Robjent asked whether a climate change resiliency plan was considered for inclusion in the UPWP. Peterson said that the Council is working on an internal-focused plan for climate change and is currently considering whether to start an external plan or a transportation-specific plan.

Mareck asked whether there would be a benefit to have a more data-driven investment approach tied to the A-minor system, as opposed to the modal ranges that are tied to historic investments. This would require more data collection and could be incorporated into studies highlighted in the UPWP or a new effort. Peterson said that this could be a task for the Regional Solicitation evaluation.

Eyoh asked whether the electric vehicle (EV) parking station study is specifically to study the need for EV in the region or if it is similar to what MnDOT and MPCA are already doing. Burns replied that it is a needs analysis of where electric charging stations are needed to better equip the region for an influx in EV adoption. Eyoh said that the MPCA study is statewide. Burns said that MPO funding is to be used within the region.

Ellos expressed appreciation for starting a transportation safety plan that can help local agencies apply for funding.

Referring to Mareck's point about performance measures on the A-minor system, Robjent said that something like the A-minor study from 10-years ago could be done again. Burns added that tying performance-based planning to the Regional Solicitation is a good idea.

Solberg asked how these projects might fit into the TPP goals review and engagement update. Cole Hiniker, Met Council, said that the purpose is to do regional assessment of goals and objectives in the 2040 TPP with a look toward 2050.



Keel questioned whether studying adding EV charging stations is the best way to improve EV adoption and asked whether there has been a study of the best way to increase adoption. Burns replied that the study is going to focus on a development of a framework for policies on how to place charging stations, which will involve working with cities.

Robjant asked whether the Council will be asking for volunteers for these studies, to which Burns replied in the affirmative.

It was moved by Eyoh and seconded by Mareck to recommend adoption of the 2023 Unified Planning Work Program. **Motion carried** unanimously.

Funding & Programming (Michael Thompson, Chair)

1. [2022-32: Program Year Extension Request: MnDOT I-35W Continuous Street Lighting](#)

Thompson said the request is to extend a lighting project on I-35W in Burnsville by one year and that the request was recommended unanimously by the Funding & Programming Committee. Barbeau added that the request did not score well enough to be approved per the Program Year Policy but that the project is being moved to avoid needing to be undone and redone when a project is constructed the following year.

It was moved by MacPherson and seconded by Keel to recommend that TAB approve MnDOT's I-35 W continuous street lighting project from fiscal year 2024 to fiscal year 2025. **Motion carried** unanimously.

Information

1. [Regional Solicitation Public Input Tool Results](#) (Bethany Brandt-Sargent, Met Council)

Brand-Sargent provided a presentation on the public input survey, which had 560 responses.

Solberg pointed out past critiques of the survey related to the small sample size and that it was released following the release of draft project scores, the latter of which could impact replies.

MacPherson said that the tool could be useful but perhaps should be used at a different time such as when updating the TPP. He added a question on whether TAB members are expected to use the results when deciding upon funding. Brandt-Sargent replied that TAB had requested more public input but that the results probably will not be key in determining the final program of projects.

Leitner expressed concern that TAB will misunderstand the engagement data as statistically significant or believe it should be weighed highly because of how well the results are presented, citing the mention of weighting responses. Brandt-Sargent said that the weighing was done because Carver, Hennepin, and Ramsey counties were very well represented. She added that caveats about sample size and statistical significance can be added. Leitner suggested care be taken in describing Hennepin County as urban and asked whether the rural and urban residents were distinguished. Brandt-Sargent replied that zip code data enables that distinction.

Robjant said that a high-level summary to TAB is the way to go. He added that some of the summary is misleading, for example that Anoka County residents' allocation of 30% to transit came from only 11 participants.

Freese stated that the trunk highways are where capacity is needed, as opposed to the A-minor system but that residents do not make that distinction, which impacts the results, at least from Scott County residents.

McCullough asked what number of replies would suffice to place more consideration on the study. Brandt-Sargent said that the survey, as an opt-in available to those with technology, can lead to biases and renders it not statistically significant, adding that statistical significance was not the intent. She said that statistical significance could be explored in the future and that it is not clear what the ideal sample size would be. Leitner added that this is what TAB asked for, but it is important that TAB understand this is not academic research.



Ashley Asmus, a Met Council data scientist, stated agreement that this survey highlights the thoughts of non-stratified, self-selected participants and does not represent the full spectrum of the region, though she did not agree that the total number of respondents is concerning. She added that it is worth thinking of the survey as a representation of what vocal and concerned members of the public think. She expressed concern about the discussion of statistical significance, which she does not feel is necessary to capture the differences across the region in how people want to see funding distributed. Leitner replied in agreement with what Asmus said but expressed concern that TAB members will not understand the nuances of the survey's reach.

2. [Regional Solicitation Project Ranking and Funding Scenarios](#) (Steve Peterson, Met Council)

Peterson said that three projects have changed in ranking since the Funding & Programming meeting and that therefore the members of that committee have been invited to this meeting. He then provided an overview on the funding scenarios. This included discussion of the nearly \$350 million available including overprogramming, the new bridge and carbon reduction programs, the modal funding ranges, funding partially funded projects from 2020, and two funding scenarios. These scenarios are the usual "midpoint" scenario and a bike/pedestrian-heavy scenario, the latter of which was added based on the number of applications in those categories and the bicycle- and pedestrian-favorable response to the survey.

Peterson then shared the spreadsheet showing the draft funding scenarios. Solberg said that the carbon reduction money starts in 2023 and asked how the data on which projects can start early impacts the process. He also stated that based on detail from various states and within MnDOT, the process on how to activate the carbon funding is unclear and asked if that funding can fit within the program and whether some of the funding could be pulled into roadway projects because there may not be enough time to deliver in 2023. Peterson said that the carbon reduction funding is not meant to increase roadway funding. Solberg suggested taking the STBG funding currently shown as funding roadway projects and putting it on highways. Peterson said that there are transit projects that could start in 2023. He added that a separate meeting might be needed.

Freese suggested adding years projects could take money to the scenarios. She added that some of the unique projects might align with the carbon reduction program. She said that the number of trails applications keeps growing and that this may be an opportunity to fund more than shown in the bicycle- and pedestrian-heavy scenario.

Robjent said that the carbon reduction funding is a good opportunity to fund bicycle/pedestrian, and perhaps transit and technology, projects. He added that overprogramming could be used for roadways.

Keel ask what, aside from "midpoint," have been other viable scenarios, historically. Peterson said there have been themes based on expansion, modernization, large projects, and small projects but the decision tends to go back to the midpoint.

Pieper asked how the bridge funding lines were determined in comparison to the \$10M bridge-funding target. Peterson replied that the bridge funding source for 2025, 2026, and 2027 is shown in the bridge category, and that 2023 and 2024 funds will be provided to past-funded bridges because there is no time to fund new projects in those years.

Robjent questioned whether the project shown to be funded both by HSIP and STBG was allowable. Peterson replied that it is because the request is being fully funded, as opposed to doubling up the request. Solberg asked whether fully funding the HSIP project can be covered through overprogramming. Peterson replied that this could be done, likely resulting in one more project funded from the HSIP list.

Koster asked whether there is uncertainty around the timing of the carbon reduction funding, adding that funding of additional roadway projects prior to distributing that money could diminish TAB's focus on safety and the desire of applicants to fund nonmotorized projects. Peterson said that the carbon reduction funding will be available in 2023. Solberg added that a carbon plan is not in place, but in lieu of that, FHWA allows programming of projects that are in the general parameters of the formula funds.



Solberg said that the three unique project applications are not strong and suggested keeping the \$4M set aside for the category. Hinkier said that TAB had discussed resiliency when it created unique projects and that it may take another round to get related applications.

Solberg asked for thoughts on suspending the \$7M maximum for bus rapid transit, given the large amount of available funding. Keel said that that seems reasonable, and Solberg expressed agreement.

Robgent stated that the scenarios show the bridge money and suggested that a carbon scenario should be shown.

Eyoh expressed surprise at the lacking quality and number of unique project applications related to unmet climate goals established in 2007.

Fyten asked whether the funding shown will cover all transit projects in both scenarios. Peterson said that in each scenario, \$11M is available, which is not quite enough to fund all projects. He added that whether to fund them all will be a discussion at TAB.

Koster asked how the scenarios are going to be presented to TAB. Peterson replied that TAB will see them in a simplified manner, adding that it could be difficult to take in all the information.

Referencing funding the previously awarded partially funded projects, Koster asked whether staff will provide history of TAB not favoring going back to fund projects that have already been partially funded, adding that such an action could lead to discussion of providing additional funds to all previously funded projects.

Other Business

Solberg said virtual meetings will be continued, though he is considering holding the November meeting in person, as that might aid in the final funding scenario discussion.

Given that the meeting had already run 30 minutes beyond its target end time, Solberg asked that anyone with an agency update email it to Barbeau, who can distribute them to the committee. Peterson added that any questions on the Solicitation can be provided to him.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705

Action Transmittal

Transportation Advisory Board



Meeting Date: October 5, 2022

Date: September 28, 2022

Action Transmittal: 2022-40

Streamlined 2023-2026 TIP Amendment: Minnesota River Greenway

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Dakota County requests an amendment to the 2023-2026 TIP to add a pedestrian bridge to, and increase the cost of, its Minnesota River Greenway project (SP # 019-090-024).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add a pedestrian bridge to, and increase the cost of, Dakota County's Minnesota River Greenway project (SP # 019-090-024).

Summary

The requested action involves adding a locally funded pedestrian bridge to Dakota County's Minnesota River Greenway project and increasing the project cost accordingly.

Background and Purpose

Dakota County was awarded this project in the 2018 Regional Solicitation. The county is requesting the amendment to change the project description and update the total cost to reflect an administrative scope change that added a pedestrian bridge over the railroad and connection to an in-place trail system.

While the funding source for the existing project is the Surface Transportation Block Grant (STBG) Program, awarded through the Regional Solicitation, the additional work is being funded with local funds.

This TIP amendment request is to be reflected in the 2023-2026 TIP, which is yet to be approved. The Council will consider the amendment request following federal approval of the 2023-2026 TIP and State Transportation Improvement Program (STIP).

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.



The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results in saving a month of process time.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

| To | Action Requested | Date Completed / Scheduled |
|---|--------------------|----------------------------|
| Technical Advisory Committee | Review & Recommend | October 5, 2022 |
| Transportation Advisory Board | Review & Recommend | October 19, 2022 |
| Metropolitan Council Transportation Committee | Review & Recommend | TBD* |
| Metropolitan Council | Review & Adopt | TBD* |

*The request will be provided to the Transportation Committee following United States Department of Transportation (USDOT) approval of the 2023-2026 TIP.



Please amend the 2023-2026 Transportation Improvement Program (TIP) to adjust this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| State Fiscal Year | ATP / Dist | Route System | Project Number (S.P. #) | Agency | Description |
|-------------------|------------|---------------|-------------------------|---------------|--|
| 2023 | M | Local Streets | 019-090-024 | Dakota County | Minnesota River Greenway from MN77 (Cedar Ave) to RR corridor Big Rivers Regional Trail, West of CSAH 26 (Lone Oak Rd) in Eagan-Construct multi-use trail, bridge rehab Br #R0888, and construct Boardwalk Br #S R0889, R0890, R0891, R0892, R0893, R0894, R0895, construct BR #R0919 over Union Pacific RR, and archeological investigations along proposed trail segment |

| Miles | Prog | Type of Work | Prop Funds | Total \$ | FHWA \$ | Other \$ |
|----------------|------|----------------|------------|----------------------|-----------|----------------------|
| 2.8 | BT | Bike Trail and | STBG-TAP | 6,269,907 | 3,508,000 | 2,761,907 |
| <u>3.26</u> | | Bridge | | <u>\$12,791,297</u> | | <u>\$9,283,297</u> |

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is requested to change the project description and update the total cost to reflect an administrative scope change that added a pedestrian bridge over the RR and connection to an in-place trail system. This change of scope is being funded with local funds.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

No additional federal funds are being added to the project. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

Conformity demonstration is not required as all of the region is in attainment of federal standards for all transportation-related air pollutants as of 9/24/2022.

Minnesota River Greenway - Fort Snelling TIP Amendment

-  Existing Trail
-  Minnesota River Greenway Trail - Connection to Big Rivers Regional Trail
-  Proposed Amendment



Action Transmittal

Transportation Advisory Board



Meeting Date: October 5, 2022

Date: September 28, 2022

Action Transmittal: 2022-41

Streamlined 2023-2026 TIP Amendment: SouthWest Transit Electric Buses and Charging Station

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

MnDOT requests an amendment to the 2023-2026 TIP to add purchase of two electric buses and a charging station for SouthWest Transit (SP # TRS-TCMT-22G).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add purchase of two electric buses and a charging station for SouthWest Transit (SP # TRS-TCMT-22G).

Summary

The requested action involves adding a federally awarded project to purchase two electric buses and a charging station for SouthWest Transit. The project was originally programmed in the 2022-2025 TIP but needs to be moved forward.

Background and Purpose

The project was included in the 2022-2025 TIP and needs to be included in the 2023-2026 TIP because it was not obligated in time to be completed while that TIP is active. The scope and project cost remain unchanged.

The funding source is the Surface Transportation Block Grant (STBG) program, awarded through the Regional Solicitation.

This TIP amendment request is to be reflected in the 2023-2026 TIP, which is yet to be approved. The Council will consider the amendment request following federal approval of the 2023-2026 TIP and State Transportation Improvement Program (STIP).

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results in saving a month of process time.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

| To | Action Requested | Date Completed / Scheduled |
|---|--------------------|----------------------------|
| Technical Advisory Committee | Review & Recommend | October 5, 2022 |
| Transportation Advisory Board | Review & Recommend | October 19, 2022 |
| Metropolitan Council Transportation Committee | Review & Recommend | TBD* |
| Metropolitan Council | Review & Adopt | TBD* |

*The request will be provided to the Transportation Committee following United States Department of Transportation (USDOT) approval of the 2023-2026 TIP.



Please amend the 2023-2026 Transportation Improvement Program (TIP) to include this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| Seq # | State Fiscal Year | ATP/ Dist | Route System | Project Number (S.P. #) | Agency | Description | Miles |
|-------|-------------------|-----------|--------------|-------------------------|--------|---|-------|
| TBD | 2023 | M | Transit | TRS-TCMT-22G | MnDOT | Southwest Transit, Purchase 2 electric buses and charging station | 0.00 |

| Prog | Type of Work | Prop Funds | Total \$ | FHWA \$ | Other \$ |
|------|--------------|------------|----------|---------|----------|
| TR | Transit | STP | 295,088 | 236,071 | 59,017 |

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This formal amendment is to add this 2023 FHWA transit project into the 2023-2026 TIP. It was originally programmed in 2022 in the 2022-2025 TIP. The scope and project cost remain the same.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

Federal STP funds are available in a District C set-aside SP 880C-CTPP-23. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

Conformity demonstration is not required as all of the region is in attainment of federal standards for all transportation-related air pollutants as of 9/24/2022.

Action Transmittal

Transportation Advisory Board



Meeting Date: October 5, 2022

Date: September 28, 2022

Action Transmittal: 2022-42

Streamlined 2023-2026 TIP Amendment: Electric Bus Purchase

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Metro Transit requests an amendment to the 2023-2026 TIP to add the purchase of electric buses (SP # TRS-TCMT-23AF).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add the purchase of electric buses (SP # TRS-TCMT-22G).

Summary

The requested action involves the addition of Federal Transit Administration (FTA) funds awarded to Metro Transit to the 2023-2026 Transportation Improvement Program (TIP). The funds are to be used to purchase eight electric buses.

Background and Purpose

Metro Transit was awarded discretionary funds in the federal fiscal year 2021 Low or No Emissions Vehicle Program and intends to use the funds on the purchase of eight 40-foot Proterra ZX5 Max electric buses, workforce training, and project management and technical assistance.

The project was originally amended into the 2022-2025 TIP (recommended by TAB at its August meeting). However, the September 24 Council approval did not afford enough time for the Federal Transit Administration to award the funding before approval of the 2023-2026 TIP and STIP. Therefore, it needs to be included in the 2023-2026 TIP.

The funding source is Federal Transit Administration (FTA) Section 5339, which is not funded through the Regional Solicitation.

This TIP amendment request is to be reflected in the 2023-2026 TIP, which is yet to be approved. The Council will consider the amendment request following federal approval of the 2023-2026 TIP and State Transportation Improvement Program (STIP).

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's

responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results in saving a month of process time.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

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| Transportation Advisory Board | Review & Recommend | October 19, 2022 |
| Metropolitan Council Transportation Committee | Review & Recommend | TBD* |
| Metropolitan Council | Review & Adopt | TBD* |

*The request will be provided to the Transportation Committee following United States Department of Transportation (USDOT) approval of the 2023-2026 TIP.



Please amend the 2023-2026 Transportation Improvement Program (TIP) to include this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| State Fiscal Year | ATP/ Dist | Route System | Project Number (S.P. #) | Agency | Description | Miles |
|-------------------|-----------|--------------|-------------------------|------------------|---|-------|
| 2023 | M | BB | TRF-TCMT-23AF | Met Council - MT | SECT 5339: Twin Cities Met Council MT- Low/No Emissions Grant – Proterra Electric Bus Purchases | 0.0 |

| Prog | Type of Work | Prop Funds | Total \$ | FTA \$ | Other |
|------|--------------|------------|-----------|-----------|-----------|
| TR | Transit | 5339 | 5,238,548 | 4,190,838 | 1,047,710 |

PROJECT BACKGROUND:

- Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

The source of these funds is federal fiscal year 2021 Section 5339 Low or No Emission competitive funds. This amendment is needed because Metro Transit was awarded discretionary funds. These funds were awarded in the federal fiscal year 2021 Low or No Emissions grant program in mid-2021. These are for the procurement of eight forty-foot Proterra ZX5 Max electric buses (delivery in 2023), workforce training and CTE’s project management and technical assistance.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money X
 - Anticipated Advance Construction
 - ATP or MPO or MnDOT Adjustment by deferral of other projects
 - Earmark or HPP not affecting fiscal constraint
 - Other X

The funding for this project is FTA 5339; it is new discretionary funding.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

Conformity demonstration is not required as all of the region is in attainment of federal standards for all transportation-related air pollutants as of 9/24/2022.

DRAFT FUNDING SCENARIO

| | | | |
|--|---------|----------|----------|
| Total Funding \$277.5M-\$4.5M for Unique + \$22M Overprogramming | \$300 | | Million |
| Range | 46%-65% | \$195.00 | \$138.00 |
| Midpoint | 55.6% | | \$167 |

ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Traffic Management Technologies

| Rank | ID | Applicant | County | City | Project Name | Midpoint | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
|------|-------|---|----------|----------------------------|---|--------------------|--------------------|------------------------|--------------------|--------------------|---------------------|--------------------|--------------|-----------------|
| 1 | 17633 | CARVER COUNTY (Safety High Score and Resubmittal) | Carver | Chanhasen, Chaska, Waconia | Traffic Signal Technologies and ITS Corridor Enhancements | \$2,000,000 | \$2,000,000 | 2025 2026 2027 | \$2,000,000 | \$500,000 | \$2,500,000 | \$2,000,000 | 921 | 100% |
| 2 | 17654 | MINNEAPOLIS (Resubmittal) | Hennepin | Minneapolis | ITS Upgrades and Enhancements | \$2,400,000 | \$2,400,000 | 2025 2026 | \$2,400,000 | \$600,000 | \$3,000,000 | \$6,722,400 | 886 | 96% |
| 3 | 17491 | ST PAUL (Equity Bonus Project) | Ramsey | St Paul | Maryland Avenue Traffic Signal Enhancements | | | 2027 | \$2,322,400 | \$580,600 | \$2,903,000 | \$4,322,400 | 867 | 94% |
| 4 | 17609 | STATE OF MN | Anoka | Metrowide | Cabinet Upgrade with Signal Optimization | | | 2026 | \$2,400,000 | \$600,000 | \$3,000,000 | \$9,122,400 | 663 | 72% |
| | | | | | | \$4,400,000 | \$4,400,000 | - | \$9,122,400 | \$2,280,600 | \$11,403,000 | \$9,122,400 | - | - |

Spot Mobility and Safety

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

Strategic Capacity

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

Partially Funded Projects from 2020 Cycle (Both Projects Received \$7M, but not their Full Request)

| Rank | ID | Applicant | County | City | Project Name | Midpoint | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
|------|-------|-----------|--------|--------|--|------------|----------------|------------------------|-------------------|--------------|-----------------|--------------------|--------------|-----------------|
| | 14345 | Carver Co | Carver | Chaska | Highway 41 and CSAH 10 Mobility and Access Improvement | | | 2024 | \$9,049,600 | \$2,262,400 | \$11,312,000 | \$7,000,000 | - | - |
| | 14015 | Scott Co | Scott | Jordan | TH 169, TH 282 and CSAH 9 Interchange | | | 2025 | \$10,000,000 | \$14,000,000 | \$24,000,000 | \$7,000,000 | - | - |
| | | | | | | \$0 | \$0 | | | | | | | |

Roadway Reconstruction/Modernization

| Rank | ID | Applicant | County | City | Project Name | Midpoint | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
|------|-------|--|------------|-----------------------------|---|---------------------|---------------------|------------------------|----------------------|----------------------|----------------------|----------------------|--------------|-----------------|
| 1 | 17444 | HENNEPIN COUNTY (Equity Bonus) | Hennepin | Minneapolis | Franklin Ave Reconstruction Project | \$3,088,000 | \$3,088,000 | 2025 2026 | \$3,088,000 | \$772,000 | \$3,860,000 | \$3,088,000 | 718 | 100% |
| 2 | 17666 | RAMSEY COUNTY (Equity Bonus and Safety High Score) | Ramsey | St. Paul | Rice Street Reconstruction | \$7,000,000 | \$7,000,000 | 2025 2026 2027 | \$7,000,000 | \$29,700,000 | \$36,700,000 | \$10,088,000 | 709 | 99% |
| 3 | 17445 | HENNEPIN COUNTY (Equity Bonus) | Hennepin | Minneapolis | Lyndale Ave Reconstruction Project | \$7,000,000 | \$7,000,000 | 2026 | \$7,000,000 | \$6,550,000 | \$13,550,000 | \$17,088,000 | 695 | 97% |
| 4 | 17725 | MINNEAPOLIS (Equity Bonus) | Hennepin | Minneapolis | 7th Street North Reconstruction | \$7,000,000 | \$7,000,000 | 2027 | \$7,000,000 | \$1,821,250 | \$8,821,250 | \$24,088,000 | 646 | 90% |
| 5 | 17446 | HENNEPIN COUNTY (Equity Bonus) | Hennepin | Minneapolis | Cedar Ave Reconstruction Project | \$5,536,000 | \$5,536,000 | 2026 | \$5,536,000 | \$1,384,000 | \$6,920,000 | \$29,624,000 | 593 | 83% |
| 6 | 17728 | WASHINGTON COUNTY | Washington | White Bear Lake, Mahtomedi | Century Avenue Reconstruction | \$7,000,000 | \$7,000,000 | 2027 | \$7,000,000 | \$1,972,429 | \$8,972,429 | \$36,624,000 | 588 | 82% |
| 7 | 17492 | DAKOTA COUNTY | Dakota | Egan | Lone Oak Rd Reconstruction | \$4,740,000 | \$4,740,000 | 2024 2025 2026 | \$4,740,000 | \$1,200,000 | \$5,940,000 | \$41,364,000 | 588 | 82% |
| 8 | 17580 | ROGERS | Hennepin | Rogers | TH 101/I-94 Interchange Upgrade | \$6,780,000 | \$6,780,000 | 2024 2025 2026 2027 | \$6,780,000 | \$1,695,000 | \$8,475,000 | \$48,144,000 | 574 | 80% |
| 9 | 17576 | MAPLE GROVE (Resubmittal) | Hennepin | Maple Grove | TH 169/CR 130 Interchange Reconstruction | \$7,000,000 | \$7,000,000 | 2027 | \$7,000,000 | \$7,635,000 | \$14,635,000 | \$71,694,800 | 547 | 76% |
| 10 | 17480 | EDINA | Hennepin | Edina | TH 100/Vernon Ave Interchange Recon. | \$4,213,200 | \$4,213,200 | 2024 2025 2026 2027 | \$4,213,200 | \$1,053,300 | \$5,266,500 | \$52,357,200 | 542 | 75% |
| 11 | 17586 | ST LOUIS PARK | Hennepin | St. Louis Park | Cedar Lake Rd Improvements | \$7,000,000 | \$7,000,000 | 2025 2026 2027 | \$7,000,000 | \$4,985,000 | \$11,985,000 | \$59,357,200 | 541 | 75% |
| 12 | 17622 | ST PAUL (Equity Bonus) | Ramsey | St. Paul | Wabasha Street Reconstruction | \$5,337,600 | \$5,337,600 | 2027 | \$5,337,600 | \$1,334,400 | \$6,672,000 | \$64,694,800 | 539 | 75% |
| 13 | 17665 | CITY OF ANOKA (Resubmittal) | Anoka | Anoka | St Francis Blvd Corridor Improvements | \$4,951,600 | \$4,951,600 | - 2026 2027 | \$4,951,600 | \$1,305,400 | \$6,257,000 | \$76,646,400 | 517 | 72% |
| 14 | 17677 | MINNEAPOLIS (Equity Bonus) | Hennepin | Minneapolis | E 35th and 36th Streets Reconstruction | \$7,000,000 | \$7,000,000 | 2027 | \$7,000,000 | \$20,218,820 | \$27,218,820 | \$83,646,400 | 517 | 72% |
| 15 | 17623 | ST PAUL (Equity Bonus) | Ramsey | St. Paul | Minnehaha Avenue Reconstruction | \$5,224,640 | \$5,224,640 | 2027 | \$5,224,640 | \$1,306,160 | \$6,530,800 | \$88,871,040 | 513 | 71% |
| 16 | 17710 | SHAKOPEE (Resubmittal) | Scott | Shakopee | Marystown Road Corridor | \$3,723,172 | \$3,723,172 | 2024 2025 2026 2027 | \$3,723,172 | \$930,793 | \$4,653,965 | \$92,594,212 | 510 | 71% |
| 17 | 17682 | WACONIA | Carver | Waconia | TH 5 Phase 2 Reconstruction | | \$7,000,000 | 2026 | \$7,000,000 | \$4,275,900 | \$11,275,900 | \$99,594,212 | 504 | 70% |
| 18 | 17598 | DAKOTA COUNTY | Dakota | Apple Valley | CSAH 42 Roadway Modernization | | \$6,540,000 | 2024 2025 - | \$6,540,000 | \$1,639,345 | \$8,179,345 | \$106,134,212 | 502 | 70% |
| 19 | 17718 | WASHINGTON COUNTY | Washington | Cottage Grove | CR 19A/100th St Realignment | | | 2025 2027 | \$7,000,000 | \$12,125,000 | \$19,125,000 | \$113,134,212 | 492 | 68% |
| 20 | 17640 | CARVER COUNTY | Carver | Chaska | Highway 10 Chaska Corridor Reconstruction Improvement | | | 2024 2025 2026 2027 | \$5,448,000 | \$1,362,000 | \$6,810,000 | \$118,582,212 | 479 | 67% |
| 21 | 17618 | ST PAUL | Ramsey | St. Paul | Cretin Avenue Reconstruction | | | 2027 | \$7,000,000 | \$2,027,605 | \$9,027,605 | \$125,582,212 | 469 | 65% |
| 22 | 17590 | RICHFIELD (Equity Bonus) | Hennepin | Richfield | W 76th St Modernization | | | 2027 | \$2,230,000 | \$690,000 | \$2,920,000 | \$127,812,212 | 467 | 65% |
| 23 | 17706 | CRYSTAL | Hennepin | Crystal | W. Broadway Ave Modernization | | | 2025 2026 2027 | \$3,250,536 | \$812,634 | \$4,063,170 | \$131,062,748 | 455 | 63% |
| 24 | 17508 | HENNEPIN COUNTY | Hennepin | Richfield | Penn Ave Reconstruction Project | | | 2027 | \$7,000,000 | \$9,420,000 | \$16,420,000 | \$138,062,748 | 438 | 61% |
| 25 | 17715 | DAKOTA COUNTY | Dakota | Hastings, Nininger, Marshan | CSAH 46 Modernization Project | | | 2024 2025 2026 | \$7,000,000 | \$3,450,000 | \$10,450,000 | \$145,062,748 | 427 | 59% |
| 26 | 17504 | EDINA | Hennepin | Edina | Vernon Avenue Roadway Modernization | | | 2024 2025 2026 2027 | \$2,812,379 | \$703,095 | \$3,515,474 | \$147,875,127 | 423 | 59% |
| 27 | 17514 | ANOKA COUNTY | Anoka | Coon Rapids | Northdale Blvd Reconstruction Project | | | 2025 2026 | \$6,193,600 | \$1,548,400 | \$7,742,000 | \$154,068,727 | 408 | 57% |
| 28 | 17519 | ANOKA COUNTY | Anoka | Oak Grove | Lake George Blvd Reconstruction Project | | | 2025 2026 | \$4,790,400 | \$1,197,600 | \$5,988,000 | \$158,859,127 | 405 | 56% |
| 29 | 17624 | ST PAUL | Ramsey | St. Paul | Fairview Avenue Reconstruction | | | 2027 | \$6,500,042 | \$1,625,010 | \$8,125,052 | \$165,359,169 | 380 | 53% |
| 30 | 17521 | ANOKA COUNTY | Anoka | Ham Lake | Lexington Ave Reconstruction Project | | | 2026 | \$7,000,000 | \$6,273,600 | \$13,273,600 | \$172,359,169 | 352 | 49% |
| 31 | 17509 | HENNEPIN COUNTY | Hennepin | Champlin, Dayton | Dayton River Rd Rehabilitation Project | | | 2026 | \$7,000,000 | \$5,310,000 | \$12,310,000 | \$179,359,169 | 348 | 49% |
| | | | | | | \$92,594,212 | \$99,594,212 | - | \$179,359,169 | \$136,323,741 | \$315,682,910 | \$179,359,169 | - | - |

Bridges

| Rank | ID | Applicant | County | City | Project Name | On-System Bridges | On-System Bridges | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score | |
|------|-------|-----------------|----------|--------------------------|------------------------------------|---------------------------------------|---------------------|--------------------------|-------------------|---------------------|---------------------|---------------------|---------------------|-----------------|---|
| 1 | 17496 | RAMSEY COUNTY | Ramsey | New Brighton | Old Highway 8 Bridge Replacement | \$1,937,365 | \$1,937,365 | 2027 | \$1,937,365 | \$484,341 | \$2,421,706 | \$1,937,365 | 842 | 100% | |
| 2 | 17451 | HENNEPIN COUNTY | Hennepin | Brooklyn Center, Crystal | Bass Lake Rd Bridge Replacement | \$1,040,000 | \$1,040,000 | 2025 2026 | \$1,040,000 | \$260,000 | \$1,300,000 | \$2,977,365 | 745 | 89% | |
| 3 | 17650 | MINNEAPOLIS | Hennepin | Minneapolis | Nicollet Ave Bridge Rehab | \$7,000,000 | \$7,000,000 | 2023 2024 2025 2026 2027 | \$7,000,000 | \$14,500,000 | \$21,500,000 | \$9,977,365 | 616 | 73% | |
| 4 | 17450 | HENNEPIN COUNTY | Hennepin | Eden Prairie | Pioneer Trl Bridge Replacement | \$4,760,000 | \$4,760,000 | 2026 | \$4,760,000 | \$1,190,000 | \$5,950,000 | \$14,737,365 | 596 | 71% | |
| 5 | 17452 | HENNEPIN COUNTY | Hennepin | Eden Prairie | Eden Prairie Rd Bridge Replacement | \$5,552,000 | \$5,552,000 | 2027 | \$5,552,000 | \$1,388,000 | \$6,940,000 | \$20,289,365 | 457 | 54% | |
| | | | | | | On-System Bridge Project Total | \$20,289,365 | \$20,289,365 | - | \$20,289,365 | \$17,822,341 | \$38,111,706 | \$20,289,365 | - | - |
| | | | | | | | | - | | | | | - | - | |

Note: Thick black underlines in each list indicate approximate funding lines before IIA increases.

| | | |
|----------------------------|---------------|---------------|
| Modal Splits Project Total | \$166,779,318 | \$154,571,318 |
| Modal Splits Available | \$166,666,680 | \$155,945,263 |
| Yet to Program | (\$112,638) | \$1,373,945 |

DRAFT FUNDING SCENARIO

| | | | |
|---------------|---------|--------|----------|
| Total Funding | \$300 | | |
| Range | 25%-35% | \$75.0 | \$105.00 |
| Midpoint | 30.0% | \$90 | \$58 |

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Transit Expansion

| Rank | ID | Applicant | County | City | BRT | New Mkt | Project Name | All Scenarios | Midpoint | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
|--------------|-------|--------------------------------------|------------------|---|-----|---------|-------------------------------------|---------------|---------------------|---------------------|------------------------|---------------------|----------------------|----------------------|---------------------|--------------|-----------------|
| 1 | 17625 | Metro Transit | Hennepin, Ramsey | Minneapolis, St. Paul | | | Route 3 Service Improvement | | \$6,720,011 | \$6,720,011 | 2024 2025 2026 | \$6,720,011 | \$1,680,003 | \$8,400,014 | \$6,720,011 | 925 | 100% |
| 2 | 17692 | Washington County | Washington | Woodbury | ✓ | ✓ | I-494 Park & Ride Structure | | \$7,000,000 | \$7,000,000 | 2023 2024 2025 2026 | \$7,000,000 | \$14,679,457 | \$21,679,457 | \$13,720,011 | 622 | 67% |
| 3 | 17605 | MVTA | Hennepin, Scott | Shakopee, Prior Lake, Brooklyn Center | | ✓ | Shakopee to Brooklyn Center Express | | \$4,297,912 | \$4,297,912 | 2024 2025 2026 | \$4,297,912 | \$1,074,478 | \$5,372,391 | \$18,017,923 | 550 | 60% |
| 4 | 17606 | MVTA | Dakota, Ramsey | Bursville, Eagan, St. Paul | | ✓ | Express to Rice/University | | \$2,812,780 | \$2,812,780 | 2025 2026 | \$2,812,780 | \$703,195 | \$3,515,975 | \$20,830,703 | 511 | 55% |
| 5 | 17722 | Metro Transit (Equity Bonus Project) | Hennepin | Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie | | ✓ | METRO Green Line LRT Extension | | \$7,000,000 | \$7,000,000 | 2027 | \$7,000,000 | \$125,971,399 | \$132,971,399 | \$27,830,703 | 442 | 48% |
| 6 | 17694 | SouthWest Transit | Carver, Hennepin | Victoria, Carver, Chaska, Chanhasen, Eden, Prairie, Minnetonka, Hopkins, Edina, Excelsior, St. Louis Park | | ✓ | SW Prime North Expansion | | \$5,600,000 | \$5,600,000 | 2025 2026 | \$5,600,000 | \$1,400,000 | \$7,000,000 | \$33,430,703 | 385 | 42% |
| 7 | 17693 | SouthWest Transit (Resubmittal) | Carver, Hennepin | Eden Prairie, Chaska, Chanhasen, Carver, Victoria | | ✓ | Golden Triangle Mobility Hubs | | \$4,800,000 | \$4,800,000 | 2025 2026 | \$4,800,000 | \$1,200,000 | \$6,000,000 | \$38,230,703 | 260 | 28% |
| Total | | | | | | | | | \$38,230,703 | \$33,430,703 | - | \$38,230,703 | \$146,708,532 | \$184,939,236 | \$38,230,703 | - | - |

Transit Modernization

| Rank | ID | Applicant | County | City | BRT | New Mkt | Project Name | All Scenarios | Midpoint | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
|--------------|-------|------------------------------|---------------|---|-----|---------|---|---------------|---------------------|---------------------|--------------------------|---------------------|--------------------|---------------------|---------------------|--------------|-----------------|
| 1 | 17655 | Minneapolis | Hennepin | Minneapolis | | | 5th Street Transit Center | | \$1,989,439 | \$1,989,439 | 2023 2024 2025 2026 | \$1,989,439 | \$497,360 | \$2,486,799 | \$1,989,439 | 818 | 100% |
| 2 | 17497 | Metro Transit (Equity Bonus) | Hennepin | Minneapolis | | | Blue Line Lake St Station Renovation | | \$7,000,000 | \$7,000,000 | 2025 2026 | \$7,000,000 | \$1,750,000 | \$8,750,000 | \$8,989,439 | 669 | 82% |
| 3 | 17615 | Metro Transit | Hennepin | Minneapolis | | | 38th Street Station Modernization | | \$5,136,000 | \$5,136,000 | 2023 2024 2025 2026 2027 | \$5,136,000 | \$1,284,000 | \$6,420,000 | \$14,125,439 | 641 | 78% |
| 4 | 17603 | MVTA | Dakota, Scott | Apple Valley, Burnsville, Eagan, Lakeville, Rosemount, Savage, Shakopee | | ✓ | Technology, ADA Enhancements | | \$500,000 | \$500,000 | 2023 2024 2025 2026 2027 | \$500,000 | \$125,000 | \$625,000 | \$14,625,439 | 522 | 64% |
| 5 | 17701 | Apple Valley (Resubmittal) | Dakota | Apple Valley | ✓ | ✓ | Red Line BRT 147th St. Station Skyway | | Skipped because | BRT max met. | 2025 2027 | \$4,206,400 | \$1,051,600 | \$5,258,000 | \$18,831,839 | 462 | 56% |
| 6 | 17604 | MVTA | Dakota | Apple Valley | | ✓ | Apple Valley Transit Station Modernization (Phase II) | | \$4,000,000 | \$4,000,000 | 2023 2024 2025 2026 2027 | \$4,000,000 | \$1,000,000 | \$5,000,000 | \$22,831,839 | 401 | 49% |
| Total | | | | | | | | | \$18,625,439 | \$18,625,439 | - | \$22,831,839 | \$5,707,960 | \$28,539,799 | \$22,831,839 | - | - |

Arterial Bus Rapid Transit Program

| Rank | ID | Applicant | County | City | BRT | New Mkt | Project Name | All Scenarios | Midpoint | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
|--------------|----|---------------|----------------|------|-----|---------|------------------------------------|---------------|---------------------|---------------------|------------------------|---------------------|-------------|-----------------|--------------------|--------------|-----------------|
| | | Metro Transit | Ramsey, Dakota | | | | Arterial Bus Rapid Transit Program | | \$25,000,000 | \$25,000,000 | | \$25,000,000 | | \$25,000,000 | \$25,000,000 | - | - |
| Total | | | | | | | | | \$25,000,000 | \$25,000,000 | - | \$25,000,000 | \$0 | \$0 | - | - | - |

TMO/TDM

| Rank | ID | Applicant | County | City | BRT | New Mkt | Project Name | All Scenarios | Midpoint | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score | |
|--------------|----|-----------|--------|------|-----|---------|------------------------------|---------------|--------------------|--------------------|------------------------|-------------------|--------------------|--------------------|--------------------|---------------------|-----------------|----------|
| - | - | - | - | - | - | - | TMO Set-aside for 2026-2027 | | \$3,000,000 | \$3,000,000 | Both | \$5,800,000 | \$1,450,000 | \$7,250,000 | \$5,800,000 | - | - | |
| - | - | - | - | - | - | - | TDM Set-aside for 2026-2027* | | \$1,200,000 | \$1,200,000 | Both | \$1,200,000 | \$300,000 | \$1,500,000 | \$7,000,000 | - | - | |
| Total | | | | | | | | | \$2,051,798 | \$4,200,000 | \$4,200,000 | - | \$7,000,000 | \$1,750,000 | \$8,750,000 | \$12,800,000 | - | - |

Travel Demand Management

| Rank | ID | Applicant | County | City | BRT | New Mkt | Project Name | All Scenarios | Midpoint | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
|--------------|-------|--|------------------|--|-----|---------|--|---------------|------------------|------------------|------------------------|--------------------|------------------|--------------------|--------------------|--------------|-----------------|
| 1 | 17707 | HOUCAR | Hennepin | Richfield, Bloomington, St. Louis Park, Minneapolis, Little Canada | | | Multifamily EV Carshare Pilot Project | | \$499,244 | \$499,244 | 2024 2025 | \$499,244 | \$124,811 | \$624,055 | \$499,244 | 818 | 100% |
| 2 | 17679 | Metro Transit | Hennepin, Ramsey | Multiple | | | Residential Pass Implementation Project | | \$500,000 | \$500,000 | 2023 2024 | \$500,000 | \$125,000 | \$625,000 | \$999,244 | 812 | 99% |
| 3 | 17724 | Bicycle Alliance of Minnesota | Hennepin | Minneapolis, St. Paul | | | Learn to Ride Expansion | | \$424,554 | \$424,554 | 2024 2025 | \$424,554 | \$106,138 | \$530,692 | \$1,423,798 | 683 | 84% |
| 4 | 17602 | MN Valley Transit Authority | Dakota, Scott | Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount | | | Transit Connection Specialist | | \$228,000 | \$228,000 | 2023 2024 | \$228,000 | \$57,000 | \$285,000 | \$1,651,798 | 656 | 80% |
| 5 | 17563 | Metro Transit (Equity Bonus) | Hennepin, Ramsey | Bloomington, Maplewood, Minneapolis, Richfield, St. Paul | | | Metro Transit Wayfinding Project | | \$400,000 | \$400,000 | 2023 2024 | \$400,000 | \$100,000 | \$500,000 | \$2,051,798 | 644 | 79% |
| 6 | 17506 | MOVE MINNESOTA | Ramsey | St. Paul | | | 15 Minute Cities of Saint Paul | | \$444,971 | \$444,971 | 2024 2025 | \$444,971 | \$111,243 | \$556,214 | \$2,496,769 | 623 | 76% |
| 7 | 17705 | Dakota County Regional Chamber of Commerce | Dakota | Eagan | | | Dakota County Transportation Management Organization | | \$500,000 | \$500,000 | 2023 2024 | \$500,000 | \$125,000 | \$625,000 | \$2,996,769 | 483 | 59% |
| Total | | | | | | | | | \$944,971 | \$944,971 | - | \$2,996,769 | \$749,192 | \$3,745,961 | \$2,996,769 | - | - |

Note: Thick black underlines in each list indicate approximately funding lines before IJA increases.

| | | | |
|----------------------------|--|--------------|--------------|
| Modal Splits Project Total | | \$87,001,113 | \$82,201,113 |
| Modal Splits Available | | \$90,000,000 | \$84,155,899 |
| Yet to Program | | \$ 2,998,887 | \$ 1,954,786 |

DRAFT FUNDING SCENARIO

| | | | | | |
|---------------|--------|---------|---------|--------|----|
| Total Funding | \$300 | | | | |
| Range | 9%-20% | \$27.00 | \$27.0 | \$60.0 | 60 |
| Midpoint | 14.5% | \$44 | \$43.50 | | |

BICYCLE AND PEDESTRIAN FACILITIES

Multiuse Trails and Bicycle Facilities

| Rank | ID | Applicant | County | City | Project Name | Midpoint w/ Carbon Opt 1 | Midpoint w/ Carbon Opt 2 | Bike/Ped Heavy w/ Carbon Opt 1 | Bike/Ped Heavy w/ Carbon Opt 2 | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
|--------------|-------|---|------------|---|---|-----------------------------|-----------------------------|--------------------------------|--------------------------------|--------------------------|----------------------|---------------------|----------------------|--------------------|--------------|-----------------|
| 1 | 17449 | Hennepin Co (Equity Bonus Project) | Hennepin | Minneapolis | Park Ave & Portland Ave Bikeway | \$5,500,000 | \$5,500,000 | \$5,500,000 | \$5,500,000 | 2027 | \$5,500,000 | \$2,660,000 | \$8,160,000 | \$5,500,000 | 878 | 100% |
| 2 | 17721 | Minneapolis | Hennepin | Minneapolis | Downtown 9th and 10th St Bikeways | \$4,511,942 | \$4,511,942 | \$4,511,942 | \$4,511,942 | 2027 | \$4,511,942 | \$5,639,927 | \$10,011,927 | \$10,011,927 | 868 | 99% |
| 3 | 17537 | Three Rivers PD (Equity Bonus) | Hennepin | Minnetonka, Plymouth | Eagle Lake Regional Trail | \$3,060,333 | \$3,060,333 | \$3,060,333 | \$3,060,333 | 2026 2027 | \$3,060,333 | \$765,083 | \$3,825,416 | \$13,072,275 | 832 | 95% |
| 4 | 17627 | St Paul | Ramsey | St. Paul | Capital City Bikeway: Phase 3 Kellogg Blvd | \$5,500,000 | \$5,500,000 | \$5,500,000 | \$5,500,000 | 2025 2027 | \$5,500,000 | \$3,935,913 | \$9,435,913 | \$18,572,275 | 819 | 93% |
| 5 | 17629 | St Paul | Ramsey | St. Paul | Capital City Bikeway: Saint Peter St | \$5,500,000 | \$5,500,000 | \$5,500,000 | \$5,500,000 | 2027 | \$5,500,000 | \$2,864,855 | \$8,364,855 | \$24,072,275 | 809 | 92% |
| 6 | 17651 | Minneapolis (Equity Bonus) | Hennepin | Minneapolis | Northside Greenway Phase 1 | \$4,188,954 | \$4,188,954 | \$4,188,954 | \$4,188,954 | 2026 | \$4,188,954 | \$1,047,238 | \$5,236,192 | \$28,261,229 | 802 | 91% |
| 7 | 17614 | Minneapolis | Hennepin | Minneapolis | 2nd St North Bikeway | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | 2024 2026 | \$4,000,000 | \$1,000,000 | \$5,000,000 | \$32,261,229 | 769 | 88% |
| 8 | 17595 | Anoka Co (Resubmittal) | Anoka | Fridley | 44th Ave Bridge Bike/Ped Trail Project | \$2,015,200 | \$2,015,200 | \$2,015,200 | \$2,015,200 | 2023 2024 2025 2026 | \$2,015,200 | \$503,800 | \$2,519,000 | \$34,276,429 | 765 | 87% |
| 9 | 17579 | Mpls Park & Rec (Equity Bonus) | Hennepin | Minneapolis | East Bank Trail Gap Improvements | \$2,560,000 | \$2,560,000 | \$2,560,000 | \$2,560,000 | 2023 2024 2025 2026 | \$2,560,000 | \$640,000 | \$3,200,000 | \$36,836,429 | 750 | 85% |
| 10 | 17473 | Three Rivers PD | Hennepin | Hopkins | Nine Mile Creek Regional Trail - 11th Ave | \$760,000 | \$760,000 | \$760,000 | \$760,000 | 2025 2026 2027 | \$760,000 | \$190,000 | \$950,000 | \$37,596,429 | 745 | 85% |
| 11 | 17539 | Three Rivers PD (Equity Bonus) | Hennepin | Brooklyn Center | Shingle Creek Regional Trail Realignment | Midpoint 1 Carbon Reduction | Midpoint 2 Carbon Reduction | \$2,462,240 | \$2,462,240 | 2026 2027 | \$2,462,240 | \$615,560 | \$3,077,800 | \$40,058,669 | 737 | 84% |
| 12 | 17680 | Inver Grove Heights (Resubmittal) | Dakota | Inver Grove Heights | Inver Grove Heights Babcock Trail | Midpoint 1 Carbon Reduction | Midpoint 2 Carbon Reduction | \$419,040 | \$419,040 | 2023 2024 2025 2026 2027 | \$419,040 | \$104,760 | \$523,800 | \$40,477,709 | 730 | 83% |
| 13 | 17448 | Hennepin Co | Hennepin | Minneapolis | Marshall St NE Bikeway Project | Midpoint 1 Carbon Reduction | Midpoint 2 Carbon Reduction | \$4,912,000 | \$4,912,000 | 2027 | \$4,912,000 | \$1,228,000 | \$6,140,000 | \$45,389,709 | 724 | 82% |
| T-14 | 17582 | Ramsey Co (Resubmittal) | Ramsey | Gem Lake, Vadnais Heights, White Bear Lake, White Bear Township | Phase 1 Bruce Vento Reg. Trail Extension | Midpoint 1 Carbon Reduction | | Bike/Ped 1 Carbon Reduction | Bike/Ped 2 Carbon Reduction | 2024 2025 2026 | \$4,000,000 | \$3,000,000 | \$7,000,000 | \$49,389,709 | 719 | 82% |
| T-14 | 17573 | St Paul (Equity Bonus and Resubmittal)* | Ramsey | Newport, St. Paul | Point Douglas Regional Trail Phase 1 | Midpoint 1 Carbon Reduction | | Bike/Ped 1 Carbon Reduction | Bike/Ped 2 Carbon Reduction | 2026 | \$5,500,000 | \$1,375,000 | \$6,875,000 | \$54,889,709 | 719 | 82% |
| T-16 | 17556 | Scott Co (Resubmittal) | Scott | Louisville Township | Merriam Junction Regional Trail | | | Bike/Ped 1 Carbon Reduction | | 2023 2024 2025 2026 2027 | \$5,500,000 | \$7,650,000 | \$13,150,000 | \$60,389,709 | 703 | 80% |
| T-16 | 17575 | Three Rivers PD | Hennepin | Eden Prairie, Minnetonka | Bryant Lake Regional Trail Construction | | | | | 2026 2027 | \$5,500,000 | \$1,375,000 | \$6,875,000 | \$65,889,709 | 703 | 80% |
| 18 | 17663 | City of Anoka | Anoka | Anoka | Rum River Trail 4th Ave Railroad Crossing | | | | | 2025 2026 2027 | \$706,000 | \$150,000 | \$856,000 | \$66,445,709 | 701 | 80% |
| 19 | 17532 | Three Rivers PD | Hennepin | Brooklyn Park | Shingle Creek Regional Trail: Noble Pkwy | | | | | 2025 2026 2027 | \$1,254,000 | \$313,500 | \$1,567,500 | \$67,699,709 | 700 | 80% |
| 20 | 17541 | Three Rivers PD (Equity Bonus) | Hennepin | Bloomington, Edina | CP Rail Regional Trail- Bloomington/Edina | | | | | 2025 2026 2027 | \$4,665,840 | \$1,166,460 | \$5,832,300 | \$72,365,549 | 696 | 79% |
| 21 | 17711 | Dakota Co (Resubmittal) | Dakota | Eagan | Fort Snelling State Park UP Rail Overpass | | | | | 2023 2024 2025 2026 2027 | \$3,777,940 | \$944,485 | \$4,722,425 | \$76,143,889 | 689 | 78% |
| 22 | 17712 | Dakota Co (Resubmittal) | Dakota | Mendota Heights | Valley Park Trail & Underpass | | | | | 2023 2024 2025 2026 2027 | \$1,372,800 | \$343,200 | \$1,716,000 | \$77,516,289 | 687 | 78% |
| 23 | 17526 | Brooklyn Park | Hennepin | Brooklyn Park | Rush Creek Reg. Trail Grade Sep. at CSAH 103 | | | | | 2024 2025 2026 2027 | \$1,057,600 | \$264,400 | \$1,322,000 | \$78,573,889 | 683 | 78% |
| 24 | 17531 | Three Rivers PD | Hennepin | Plymouth | Medicine Lake Reg. Trail Reconstruction | | | | | 2025 2026 2027 | \$2,883,000 | \$720,833 | \$3,603,833 | \$81,456,889 | 680 | 78% |
| 25 | 17687 | Farmington | Dakota | Empire Township, Farmington | North Creek Greenway Reg. Trail - Farmington | | | | | 2026 2027 | \$1,305,600 | \$326,400 | \$1,632,000 | \$82,762,489 | 679 | 77% |
| 26 | 17730 | South St Paul | Dakota | South St. Paul | Bryant Avenue Pedestrian Bridge | | | | | 2024 2025 2026 2027 | \$4,145,600 | \$1,036,400 | \$5,182,000 | \$86,908,089 | 675 | 77% |
| 27 | 17589 | Richfield | Hennepin | Richfield | 73rd St Trail and Bridge Modernization | | | | | 2026 | \$5,500,000 | \$3,700,000 | \$9,200,000 | \$92,408,089 | 671 | 76% |
| 28 | 17599 | Plymouth | Hennepin | Plymouth | Station 73 Transit and Regional Trail Project | | | | | 2024 2025 | \$5,500,000 | \$3,994,800 | \$9,494,800 | \$97,908,089 | 669 | 76% |
| 29 | 17713 | Dakota Co | Dakota | Mendota Heights | Lebanon Greenway TH 149 Trail | | | | | 2025 2026 2027 | \$817,380 | \$204,345 | \$1,021,725 | \$98,725,469 | 666 | 76% |
| 30 | 17648 | Bloomington | Hennepin | Bloomington | Normandale Boulevard Multiuse Trail | | | | | 2025 2026 2027 | \$4,550,000 | \$1,139,021 | \$5,689,021 | \$103,275,469 | 663 | 75% |
| T-31 | 17736 | Dakota Co | Dakota | Rosemount | Rosemount CSAH 42 Trail and Underpass | | | | | 2025 2026 | \$2,480,000 | \$620,000 | \$3,100,000 | \$105,755,469 | 661 | 75% |
| T-31 | 17719 | Lakeville | Dakota | Lakeville | Dodd Blvd Trail Grade Separation Project | | | | | 2026 | \$2,426,400 | \$606,600 | \$3,033,000 | \$108,181,869 | 661 | 75% |
| 33 | 17652 | Lakeville | Dakota | Lakeville | Lake Marion Greenway - Lakeville | | | | | 2025 2026 | \$2,852,110 | \$713,028 | \$3,565,138 | \$111,093,979 | 649 | 74% |
| 34 | 17527 | Brooklyn Park (Equity Bonus) | Hennepin | Brooklyn Park | Highway 252 and 81st Ave Pedestrian Bridge | | | | | 2027 | \$3,144,000 | \$786,000 | \$3,930,000 | \$114,177,979 | 646 | 74% |
| 35 | 17565 | Three Rivers PD | Hennepin | Golden Valley | Bassett Creek Regional Trail - Golden Valley | | | | | 2025 2026 2027 | \$2,604,640 | \$651,169 | \$3,255,809 | \$116,782,619 | 634 | 72% |
| 36 | 17568 | Dakota Co | Dakota | Mendota Heights, West St. Paul | Delaware Ave Trail and Sidewalk Connections | | | | | 2025 2026 | \$541,600 | \$135,400 | \$677,000 | \$117,324,219 | 632 | 72% |
| 37 | 17689 | Three Rivers PD | Hennepin | Champlin | West Miss. River Reg. Trail: South Segment | | | | | 2026 2027 | \$2,932,160 | \$733,040 | \$3,665,200 | \$120,256,379 | 628 | 72% |
| 38 | 17631 | Carver Co (Resubmittal) | Carver | Chanhasen, Eden Prairie | MN River Bluffs Regional Trail | | | | | 2025 2026 2027 | \$1,688,320 | \$422,080 | \$2,110,400 | \$121,944,699 | 625 | 71% |
| 39 | 17714 | Dakota Co | Dakota | Eagan, Inver Grove Heights | Veterans Memorial Greenway Trail and Bridge | | | | | 2025 2026 2027 | \$2,800,000 | \$700,000 | \$3,500,000 | \$124,744,699 | 620 | 71% |
| 40 | 17566 | Three Rivers PD | Hennepin | Orono, Wayzata | Dakota Rail - Luce Line Connector | | | | | 2026 2027 | \$2,741,333 | \$685,333 | \$3,426,666 | \$127,486,032 | 614 | 70% |
| 41 | 17720 | Woodbury | Washington | Woodbury | Woodbury Gold Line Station Trail Connection | | | | | 2024 2025 2026 2027 | \$963,920 | \$240,980 | \$1,204,900 | \$128,449,952 | 608 | 69% |
| T-42 | 17653 | Burnsville | Dakota | Burnsville | Lake Marion Greenway Trail Gap - Sunset Pond Park | | | | | 2025 2026 | \$1,094,673 | \$273,668 | \$1,368,341 | \$129,544,625 | 601 | 69% |
| T-42 | 17688 | Three Rivers PD | Hennepin | Champlin | West Miss. River Reg. Trail: North Segment | | | | | 2026 2027 | \$3,000,000 | \$750,000 | \$3,750,000 | \$132,544,625 | 601 | 68% |
| T-44 | 17732 | Washington Co | Washington | Hugo | Hardwood Creek Regional Trail Extension | | | | | 2026 2027 | \$526,400 | \$131,600 | \$658,000 | \$133,071,025 | 600 | 68% |
| T-44 | 17632 | Carver Co | Carver | Chaska | Ravine Trail | | | | | 2025 2026 2027 | \$4,573,840 | \$1,143,460 | \$5,717,300 | \$137,644,865 | 600 | 68% |
| 46 | 17658 | Eden Prairie | Hennepin | Eden Prairie | Flying Cloud Drive Trail | | | | | 2024 2025 2026 | \$3,271,000 | \$820,000 | \$4,091,000 | \$140,915,865 | 585 | 67% |
| 47 | 17530 | Three Rivers PD | Hennepin | Orono | Lake Independence Reg. Trail Reconstruction | | | | | 2025 2026 2027 | \$2,070,000 | \$517,500 | \$2,587,500 | \$142,985,865 | 576 | 66% |
| 48 | 17690 | Three Rivers PD | Hennepin | Greenfield, Rockford | Crow River Reg. Trail | | | | | 2026 2027 | \$1,000,000 | \$250,000 | \$1,250,000 | \$143,985,865 | 480 | 55% |
| 49 | 17646 | Oakdale | Washington | Oakdale | Multiuse Trail Bridge over I-694 | | | | | 2025 2026 | \$924,000 | \$231,000 | \$1,155,000 | \$144,909,865 | 430 | 49% |
| Total | | | | | | \$37,596,429 | \$37,596,429 | \$45,389,709 | \$45,389,709 | | \$144,909,865 | \$54,797,896 | \$199,707,761 | | | - |

*Project also received federal congressionally directed funding for preliminary engineering.

| Pedestrian Facilities | | | | | | | | | | | | | | | | |
|-----------------------|-------|---------------|------------|--------------|--|--------------------|-----------------------------|---------------------|-----------------------------|------------------------|---------------------|---------------------|---------------------|--------------------|--------------|-----------------|
| Rank | ID | Applicant | County | City | Project Name | Midpoint | Midpoint | Bike/Ped Heavy | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
| 1 | 17570 | Hennepin Co | Hennepin | Minneapolis | Lake St Pedestrian Project | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | 2024 2025 2026 | \$2,000,000 | \$2,300,000 | \$4,300,000 | \$2,000,000 | 868 | 100% |
| 2 | 17733 | Minneapolis | Hennepin | Minneapolis | 1st Ave Pedestrian Improvements | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | 2026 | \$2,000,000 | \$10,683,100 | \$12,683,100 | \$4,000,000 | 784 | 90% |
| 3 | 17734 | Minneapolis | Hennepin | Minneapolis | Elliot Park Pedestrian Improvements | | Midpoint 2 Carbon Reduction | \$2,000,000 | \$2,000,000 | 2027 | \$2,000,000 | \$564,770 | \$2,564,770 | \$6,000,000 | 750 | 86% |
| 4 | 17726 | Washington Co | Washington | Stillwater | CSAH 5 Pedestrian Facility | | Midpoint 2 Carbon Reduction | \$400,000 | \$400,000 | 2026 2027 | \$400,000 | \$100,000 | \$500,000 | \$6,400,000 | 641 | 74% |
| 5 | 17628 | St Paul | Ramsey | St. Paul | Payne Ave Pedestrian Safety Improvements | | Midpoint 2 Carbon Reduction | \$1,200,000 | \$1,200,000 | 2026 | \$1,200,000 | \$300,000 | \$1,500,000 | \$7,600,000 | 611 | 70% |
| T-6 | 17600 | St Paul | Ramsey | St. Paul | Arlington Avenue Sidewalk Infill | | Midpoint 2 Carbon Reduction | \$920,000 | \$920,000 | 2026 | \$920,000 | \$230,000 | \$1,150,000 | \$8,520,000 | 575 | 66% |
| T-6 | 17447 | Hennepin Co | Hennepin | Minneapolis | Marshall St Pedestrian Project | | Midpoint 2 Carbon Reduction | \$1,528,000 | \$1,528,000 | 2027 | \$1,528,000 | \$382,000 | \$1,910,000 | \$10,048,000 | 575 | 66% |
| 8 | 17670 | Dakota Co | Dakota | Apple Valley | Cedar Ave Pedestrian Bridge at 140th St | | | | Bike/Ped 2 Carbon Reduction | 2024 2025 2026 | \$2,000,000 | \$871,833 | \$2,871,833 | \$12,048,000 | 574 | 66% |
| 9 | 17503 | Minneapolis | Hennepin | Minneapolis | 42nd Street Pedestrian Improvements | | | | Bike/Ped 2 Carbon Reduction | 2025 2026 | \$1,623,480 | \$405,870 | \$2,029,350 | \$13,671,480 | 539 | 62% |
| 10 | 17657 | Victoria | Carver | Victoria | 78th Street Pedestrian Overpass | | | | | 2025 2026 2027 | \$2,000,000 | \$1,204,000 | \$3,204,000 | \$15,671,480 | 486 | 56% |
| Total | | | | | | \$4,000,000 | \$4,000,000 | \$10,048,000 | \$10,048,000 | - | \$15,671,480 | \$17,041,573 | \$32,713,053 | | | - |

| Safe Routes to School | | | | | | | | | | | | | | | | |
|-----------------------|-------|--------------------------|----------|--------------------------------|---------------------------------------|--------------------|-----------------------------|-----------------------------|-----------------------------|------------------------|--------------------|--------------------|---------------------|--------------------|--------------|-----------------|
| Rank | ID | Applicant | County | City | Project Name | Midpoint | Midpoint | Bike/Ped Heavy | Bike/Ped Heavy | Requested Program Year | Federal Requested | Local Match | Total Proj Cost | Federal Cumulative | Total Scores | % of High Score |
| 1 | 17729 | South St Paul | Dakota | South St. Paul | Marie Avenue SRTS | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | 2024 2025 2026 2027 | \$1,000,000 | \$1,246,000 | \$2,246,000 | \$1,000,000 | 858 | 100% |
| 2 | 17664 | New Hope | Hennepin | New Hope, Brooklyn Park | Meadow Lake Elem. SRTS | \$363,617 | \$363,617 | \$363,617 | \$363,617 | 2026 | \$363,617 | \$90,904 | \$454,521 | \$1,363,617 | 820 | 96% |
| 3 | 17558 | Minneapolis | Hennepin | Minneapolis | South & Folwell SRTS Improvements | | Midpoint 2 Carbon Reduction | \$1,000,000 | \$1,000,000 | 2026 | \$1,000,000 | \$378,850 | \$1,378,850 | \$2,363,617 | 765 | 89% |
| 4 | 17559 | Minneapolis | Hennepin | Minneapolis | Whittier Safe Routes to School | | Midpoint 2 Carbon Reduction | \$1,000,000 | \$1,000,000 | 2026 | \$1,000,000 | \$317,030 | \$1,317,030 | \$3,363,617 | 754 | 88% |
| 5 | 17507 | St Paul | Ramsey | St. Paul, Falcon Heights | Chelsea Hts Elem. Ped. Improvements | | Midpoint 2 Carbon Reduction | \$1,000,000 | \$1,000,000 | 2026 | \$1,000,000 | \$440,000 | \$1,440,000 | \$4,363,617 | 738 | 86% |
| 6 | 17647 | Bloomington | Hennepin | Bloomington | Valley View Schools SRTS Improvements | | Midpoint 2 Carbon Reduction | \$398,000 | \$398,000 | 2024 2025 2026 2027 | \$398,000 | \$100,040 | \$498,040 | \$4,761,617 | 705 | 82% |
| 7 | 17588 | Richfield (Equity Bonus) | Hennepin | Richfield | 73rd St SRTS Connection | | Midpoint 2 Carbon Reduction | Bike/Ped 1 Carbon Reduction | Bike/Ped 2 Carbon Reduction | 2026 | \$635,000 | \$175,000 | \$810,000 | \$5,396,617 | 704 | 82% |
| 8 | 17731 | Chaska | Carver | Chaska | Engler Boulevard Trail Gap | | | Bike/Ped 1 Carbon Reduction | Bike/Ped 2 Carbon Reduction | 2024 2025 2026 2027 | \$825,520 | \$206,380 | \$1,031,900 | \$6,222,137 | 698 | 81% |
| 9 | 17697 | Dakota Co | Dakota | West St. Paul, Mendota Heights | Delaware Avenue Trail Gap | | | | Bike/Ped 2 Carbon Reduction | 2023 2024 2025 2026 | \$600,000 | \$150,000 | \$750,000 | \$6,822,137 | 621 | 72% |
| 10 | 17494 | Ramsey Co | Ramsey | Vadnais Heights | Koehler Rd/Edgeston St Trail | | | | Bike/Ped 2 Carbon Reduction | 2024 2025 2026 | \$557,654 | \$139,413 | \$697,067 | \$7,379,790 | 544 | 63% |
| Total | | | | | | \$1,363,617 | \$1,363,617 | \$4,761,617 | \$4,761,617 | - | \$7,379,790 | \$3,243,618 | \$10,623,408 | | | - |

Note: Thick black underlines in each list indicate approximately funding lines before IJA increases.

| | | | | |
|---------------------------------------|---------------|---------------|---------------|---------------|
| Modal Splits Project Total | \$42,960,046 | \$42,960,046 | \$60,199,326 | \$60,199,326 |
| Modal Splits Available | \$ 43,500,000 | \$ 43,500,000 | \$ 60,000,000 | \$ 60,000,000 |
| Yet to Program | \$ 539,954 | \$ 539,954 | \$ (199,326) | \$ (199,326) |
| Carbon Reduction Project Total | \$17,293,280 | \$17,874,280 | \$16,460,520 | \$15,741,654 |
| Carbon Reduction Available | \$16,269,000 | \$16,269,000 | \$16,269,000 | \$16,269,000 |
| Total Yet to Program | -\$484,326 | -\$1,065,326 | -\$390,846 | \$328,021 |

Regional Solicitation Funding by County (2003-2022)

| 2021 Census Estimate | | | | | | | | | | | | | | Total | | |
|----------------------|------------|-------|--------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|-------|----------------|-------|
| County | Population | Pop % | Jobs % | 2014 | | 2016 | | 2018 | | 2020 | | 2014-2020 | | 2022 | 2014 - 2022 | |
| Anoka | 366,888 | 12% | 7.5% | \$ 9,123,322 | 4.4% | \$ 16,321,700 | 7.4% | \$ 17,820,416 | 9.2% | \$ 35,384,400 | 17.6% | \$ 78,649,838 | 9.6% | | \$ 78,649,838 | 9.6% |
| Carver | 108,891 | 3% | 2.3% | \$ 9,544,368 | 4.6% | \$ 1,225,360 | 0.6% | \$ 8,836,400 | 4.6% | \$ 24,122,512 | 12.0% | \$ 43,728,640 | 5.3% | | \$ 43,728,640 | 5.3% |
| Dakota | 443,692 | 14% | 10.9% | \$ 23,901,340 | 11.6% | \$ 12,319,360 | 5.6% | \$ 28,049,195 | 14.5% | \$ 7,263,840 | 3.6% | \$ 71,533,735 | 8.7% | | \$ 71,533,735 | 8.7% |
| Hennepin | 1,289,645 | 40% | 52.1% | \$ 111,861,801 | 54.3% | \$ 118,245,332 | 53.7% | \$ 105,331,169 | 54.5% | \$ 78,377,420 | 39.0% | \$ 413,815,722 | 50.4% | | \$ 413,815,722 | 50.4% |
| Ramsey | 553,229 | 17% | 18.6% | \$ 24,374,998 | 11.8% | \$ 48,889,153 | 22.2% | \$ 21,672,482 | 11.2% | \$ 37,058,635 | 18.4% | \$ 131,995,268 | 16.1% | | \$ 131,995,268 | 16.1% |
| Scott | 153,199 | 5% | 3.3% | \$ 14,322,176 | 7.0% | \$ 15,417,473 | 7.0% | \$ 6,700,080 | 3.5% | \$ 7,000,000 | 3.5% | \$ 43,439,729 | 5.3% | | \$ 43,439,729 | 5.3% |
| Washington | 270,805 | 8% | 5.3% | \$ 12,899,776 | 6.3% | \$ 7,654,880 | 3.5% | \$ 4,860,800 | 2.5% | \$ 11,818,248 | 5.9% | \$ 37,233,704 | 4.5% | | \$ 37,233,704 | 4.5% |
| | 3,186,349 | | | \$ 206,027,781 | | \$ 220,073,258 | | \$ 193,270,542 | | \$ 201,025,055 | | \$ 820,396,636 | | \$ - | \$ 820,396,636 | |

Data for population and employment based on Metropolitan Council 2021 estimates

Regional Solicitation Funding by County (2014-2020 and Draft 2022 Midpoint Scenario with Carbon Funding Option 1)

| 2021 Census Estimate | | | | | | | | | | | | | | Total | | | |
|----------------------|------------|-------|--------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------------|------------------|---------|
| County | Population | Pop % | Jobs % | 2014 | | 2016 | | 2018 | | 2020 | | 2014-2020 | | 2022 | 2014 - 2022 | | Percent |
| Anoka | 366,888 | 12% | 8% | \$ 9,123,322 | 4.4% | \$ 16,321,700 | 7.4% | \$ 17,820,416 | 9.2% | \$ 35,384,400 | 17.6% | \$ 78,649,838 | 9.6% | \$ 39,201,353 | 10.1% | \$ 117,851,191 | 9.8% |
| Carver | 108,891 | 3% | 2% | \$ 9,544,368 | 4.6% | \$ 1,225,360 | 0.6% | \$ 8,836,400 | 4.6% | \$ 24,122,512 | 12.0% | \$ 43,728,640 | 5.3% | \$ 29,900,000 | 7.7% | \$ 73,628,640 | 6.1% |
| Dakota | 443,692 | 14% | 11% | \$ 23,901,340 | 11.6% | \$ 12,319,360 | 5.6% | \$ 28,049,195 | 14.5% | \$ 7,263,840 | 3.6% | \$ 71,533,735 | 8.7% | \$ 36,144,510 | 9.3% | \$ 107,678,245 | 8.9% |
| Hennepin | 1,289,645 | 40% | 52% | \$ 111,861,801 | 54.3% | \$ 118,245,332 | 53.7% | \$ 105,331,169 | 54.5% | \$ 78,377,420 | 39.0% | \$ 413,815,722 | 50.4% | \$ 171,664,485 | 44.3% | \$ 585,480,207 | 48.5% |
| Ramsey | 553,229 | 17% | 19% | \$ 24,374,998 | 11.8% | \$ 48,889,153 | 22.2% | \$ 21,672,482 | 11.2% | \$ 37,058,635 | 18.4% | \$ 131,995,268 | 16.1% | \$ 82,352,524 | 21.3% | \$ 214,347,792 | 17.7% |
| Scott | 153,199 | 5% | 3% | \$ 14,322,176 | 7.0% | \$ 15,417,473 | 7.0% | \$ 6,700,080 | 3.5% | \$ 7,000,000 | 3.5% | \$ 43,439,729 | 5.3% | \$ 8,236,128 | 2.1% | \$ 51,675,857 | 4.3% |
| Washington | 270,805 | 8% | 5% | \$ 12,899,776 | 6.3% | \$ 7,654,880 | 3.5% | \$ 4,860,800 | 2.5% | \$ 11,818,248 | 5.9% | \$ 37,233,704 | 4.5% | \$ 20,000,000 | 5.2% | \$ 57,233,704 | 4.7% |
| | 3,186,349 | | | \$ 206,027,781 | | \$ 220,073,258 | | \$ 193,270,542 | | \$ 201,025,055 | | \$ 820,396,636 | | \$ 387,499,000 | | \$ 1,207,895,636 | |

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

Regional Solicitation Funding by County (2003-2018 and Draft 2022 Midpoint Scenario with Carbon Funding Option 2)

| 2016 Census Estimate | | | | | | | | | | | | | | Total | | | |
|----------------------|------------|-------|--------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------------|------------------|---------|
| County | Population | Pop % | Jobs % | 2014 | | 2016 | | 2018 | | 2020 | | 2014-2020 | | 2022 | 2014 - 2022 | | Percent |
| Anoka | 366,888 | 12% | 8% | \$ 9,123,322 | 4.4% | \$ 16,321,700 | 7.4% | \$ 17,820,416 | 9.2% | \$ 35,384,400 | 17.6% | \$ 78,649,838 | 9.6% | \$ 39,201,353 | 10.1% | \$ 117,851,191 | 13.5% |
| Carver | 108,891 | 3% | 2% | \$ 9,544,368 | 4.6% | \$ 1,225,360 | 0.6% | \$ 8,836,400 | 4.6% | \$ 24,122,512 | 12.0% | \$ 43,728,640 | 5.3% | \$ 29,900,000 | 7.7% | \$ 73,628,640 | 7.5% |
| Dakota | 443,692 | 14% | 11% | \$ 23,901,340 | 11.6% | \$ 12,319,360 | 5.6% | \$ 28,049,195 | 14.5% | \$ 7,263,840 | 3.6% | \$ 71,533,735 | 8.7% | \$ 36,144,510 | 9.3% | \$ 107,678,245 | 14.0% |
| Hennepin | 1,289,645 | 40% | 52% | \$ 111,861,801 | 54.3% | \$ 118,245,332 | 53.7% | \$ 105,331,169 | 54.5% | \$ 78,377,420 | 39.0% | \$ 413,815,722 | 50.4% | \$ 178,225,485 | 46.0% | \$ 592,041,207 | 59.8% |
| Ramsey | 553,229 | 17% | 19% | \$ 24,374,998 | 11.8% | \$ 48,889,153 | 22.2% | \$ 21,672,482 | 11.2% | \$ 37,058,635 | 18.4% | \$ 131,995,268 | 16.1% | \$ 75,972,524 | 19.6% | \$ 207,967,792 | 22.0% |
| Scott | 153,199 | 5% | 3% | \$ 14,322,176 | 7.0% | \$ 15,417,473 | 7.0% | \$ 6,700,080 | 3.5% | \$ 7,000,000 | 3.5% | \$ 43,439,729 | 5.3% | \$ 8,236,128 | 2.1% | \$ 51,675,857 | 7.9% |
| Washington | 270,805 | 8% | 5% | \$ 12,899,776 | 6.3% | \$ 7,654,880 | 3.5% | \$ 4,860,800 | 2.5% | \$ 11,818,248 | 5.9% | \$ 37,233,704 | 4.5% | \$ 20,400,000 | 5.3% | \$ 57,633,704 | 6.6% |
| | 3,186,349 | | | \$ 206,027,781 | | \$ 220,073,258 | | \$ 193,270,542 | | \$ 201,025,055 | | \$ 820,396,636 | | \$ 388,080,000 | | \$ 1,208,476,636 | |

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

Regional Solicitation Funding by County (2014-2020 and Draft 2022 Bike/Ped Heavy Scenario with Carbon Funding Option 1)

| 2021 Census Estimate | | | | | | | | | | | | | | | | Total | |
|----------------------|------------|-------|--------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|------------------|---------|
| County | Population | Pop % | Jobs % | 2014 | | 2016 | | 2018 | | 2020 | | 2014-2020 | | 2022 | | 2014 - 2022 | Percent |
| Anoka | 366,888 | 12% | 8% | \$ 9,123,322 | 4.4% | \$ 16,321,700 | 7.4% | \$ 17,820,416 | 9.2% | \$ 35,384,400 | 17.6% | \$ 78,649,838 | 9.6% | \$ 29,201,353 | 7.5% | \$ 107,851,191 | 8.9% |
| Carver | 108,891 | 3% | 2% | \$ 9,544,368 | 4.6% | \$ 1,225,360 | 0.6% | \$ 8,836,400 | 4.6% | \$ 24,122,512 | 12.0% | \$ 43,728,640 | 5.3% | \$ 25,325,520 | 6.5% | \$ 69,054,160 | 5.7% |
| Dakota | 443,692 | 14% | 11% | \$ 23,901,340 | 11.6% | \$ 12,319,360 | 5.6% | \$ 28,049,195 | 14.5% | \$ 7,263,840 | 3.6% | \$ 71,533,735 | 8.7% | \$ 36,144,510 | 9.3% | \$ 107,678,245 | 8.9% |
| Hennepin | 1,289,645 | 40% | 52% | \$ 111,861,801 | 54.3% | \$ 118,245,332 | 53.7% | \$ 105,331,169 | 54.5% | \$ 78,377,420 | 39.0% | \$ 413,815,722 | 50.4% | \$ 175,825,485 | 45.4% | \$ 589,641,207 | 48.9% |
| Ramsey | 553,229 | 17% | 19% | \$ 24,374,998 | 11.8% | \$ 48,889,153 | 22.2% | \$ 21,672,482 | 11.2% | \$ 37,058,635 | 18.4% | \$ 131,995,268 | 16.1% | \$ 85,472,524 | 22.1% | \$ 217,467,792 | 18.0% |
| Scott | 153,199 | 5% | 3% | \$ 14,322,176 | 7.0% | \$ 15,417,473 | 7.0% | \$ 6,700,080 | 3.5% | \$ 7,000,000 | 3.5% | \$ 43,439,729 | 5.3% | \$ 13,736,128 | 3.5% | \$ 57,175,857 | 4.7% |
| Washington | 270,805 | 8% | 5% | \$ 12,899,776 | 6.3% | \$ 7,654,880 | 3.5% | \$ 4,860,800 | 2.5% | \$ 11,818,248 | 5.9% | \$ 37,233,704 | 4.5% | \$ 20,400,000 | 5.3% | \$ 57,633,704 | 4.8% |
| | 3,186,349 | | | \$ 206,027,781 | | \$ 220,073,258 | | \$ 193,270,542 | | \$ 201,025,055 | | \$ 820,396,636 | | \$ 386,105,520 | | \$ 1,206,502,156 | |

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

Regional Solicitation Funding by County (2014-2020 and Draft 2022 Bike/Ped Heavy Scenario with Carbon Funding Option 2)

| 2021 Census Estimate | | | | | | | | | | | | | | | | Total | |
|----------------------|------------|-------|--------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|------------------|---------|
| County | Population | Pop % | Jobs % | 2014 | | 2016 | | 2018 | | 2020 | | 2014-2020 | | 2022 | | 2014 - 2022 | Percent |
| Anoka | 366,888 | 12% | 8% | \$ 9,123,322 | 4.4% | \$ 16,321,700 | 7.4% | \$ 17,820,416 | 9.2% | \$ 35,384,400 | 17.6% | \$ 78,649,838 | 9.6% | \$ 29,201,353 | 7.5% | \$ 107,851,191 | 8.9% |
| Carver | 108,891 | 3% | 2% | \$ 9,544,368 | 4.6% | \$ 1,225,360 | 0.6% | \$ 8,836,400 | 4.6% | \$ 24,122,512 | 12.0% | \$ 43,728,640 | 5.3% | \$ 25,325,520 | 6.5% | \$ 69,054,160 | 5.7% |
| Dakota | 443,692 | 14% | 11% | \$ 23,901,340 | 11.6% | \$ 12,319,360 | 5.6% | \$ 28,049,195 | 14.5% | \$ 7,263,840 | 3.6% | \$ 71,533,735 | 8.7% | \$ 38,744,510 | 10.0% | \$ 110,278,245 | 9.1% |
| Hennepin | 1,289,645 | 40% | 52% | \$ 111,861,801 | 54.3% | \$ 118,245,332 | 53.7% | \$ 105,331,169 | 54.5% | \$ 78,377,420 | 39.0% | \$ 413,815,722 | 50.4% | \$ 177,448,965 | 45.8% | \$ 591,264,687 | 49.0% |
| Ramsey | 553,229 | 17% | 19% | \$ 24,374,998 | 11.8% | \$ 48,889,153 | 22.2% | \$ 21,672,482 | 11.2% | \$ 37,058,635 | 18.4% | \$ 131,995,268 | 16.1% | \$ 86,030,178 | 22.2% | \$ 218,025,446 | 18.1% |
| Scott | 153,199 | 5% | 3% | \$ 14,322,176 | 7.0% | \$ 15,417,473 | 7.0% | \$ 6,700,080 | 3.5% | \$ 7,000,000 | 3.5% | \$ 43,439,729 | 5.3% | \$ 8,236,128 | 2.1% | \$ 51,675,857 | 4.3% |
| Washington | 270,805 | 8% | 5% | \$ 12,899,776 | 6.3% | \$ 7,654,880 | 3.5% | \$ 4,860,800 | 2.5% | \$ 11,818,248 | 5.9% | \$ 37,233,704 | 4.5% | \$ 20,400,000 | 5.3% | \$ 57,633,704 | 4.8% |
| | 3,186,349 | | | \$ 206,027,781 | | \$ 220,073,258 | | \$ 193,270,542 | | \$ 201,025,055 | | \$ 820,396,636 | | \$ 385,386,654 | | \$ 1,205,783,290 | |

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

| Investment Categories | Overall | | Midpoint Scenario with Carbon Option 1 | | | | | Midpoint Scenario with Carbon Option 2 | | | | |
|--|--------------------|-----------------------|--|----------------------|--------------------------------|-----------------------------------|---------------------------------------|--|----------------------|--------------------------------|-----------------------------------|---------------------------------------|
| | Total Applications | Total Federal Request | Applications Funded | Total Funded | Percent of Applications Funded | Percent of Federal Request Funded | Lowest Percent of Total Points Funded | Applications Funded | Total Funded | Percent of Applications Funded | Percent of Federal Request Funded | Lowest Percent of Total Points Funded |
| Roadways | 61 | \$327,355,960 | 34 | \$182,308,683 | 56% | 56% | - | 34 | \$182,308,683 | 56% | 56% | - |
| Traffic Management Technologies | 4 | \$9,122,400 | 2 | \$4,400,000 | 50% | 48% | 96% | 2 | \$4,400,000 | 50% | 48% | 96% |
| Spot Mobility and Safety | 10 | \$21,767,426 | 5 | \$12,503,506 | 50% | 57% | 63% | 5 | \$12,503,506 | 50% | 57% | 63% |
| Strategic Capacity | 11 | \$96,817,600 | 6 | \$52,521,600 | 55% | 54% | 60% | 6 | \$52,521,600 | 55% | 54% | 60% |
| Roadway Reconstruction/ Modernization | 31 | \$179,359,169 | 16 | \$92,594,212 | 52% | 52% | 71% | 16 | \$92,594,212 | 52% | 52% | 71% |
| Bridges | 5 | \$20,289,365 | 5 | \$20,289,365 | 100% | 100% | 54% | 5 | \$20,289,365 | 100% | 100% | 54% |
| Transit | 21 | \$89,059,311 | 20 | \$84,852,911 | 95% | 95% | - | 20 | \$84,852,911 | 95% | 95% | - |
| Transit Expansion | 7 | \$38,230,703 | 7 | \$38,230,703 | 100% | 100% | 28% | 7 | \$38,230,703 | 100% | 100% | 28% |
| Transit Modernization | 6 | \$22,831,839 | 5 | \$18,625,439 | 83% | 82% | 49% | 5 | \$18,625,439 | 83% | 82% | 49% |
| Travel Demand Management | 7 | \$2,996,769 | 7 | \$2,996,769 | 100% | 100% | 59% | 7 | \$2,996,769 | 100% | 100% | 59% |
| ABRT | 1 | \$25,000,000 | 1 | \$25,000,000 | 100% | 100% | - | 1 | \$25,000,000 | 100% | 100% | - |
| Bicycle and Pedestrian Facilities | 69 | \$167,961,135 | 19 | \$60,253,326 | 28% | 36% | - | 27 | \$60,834,326 | 39% | 36% | - |
| Multiuse Trails and Bicycle Facilities | 49 | \$144,909,865 | 15 | \$54,889,709 | 31% | 38% | 82% | 13 | \$45,389,709 | 27% | 31% | 82% |
| Pedestrian Facilities | 10 | \$15,671,480 | 2 | \$4,000,000 | 20% | 26% | 90% | 7 | \$10,048,000 | 70% | 64% | 66% |
| Safe Routes to School | 10 | \$7,379,790 | 2 | \$1,363,617 | 20% | 18% | 96% | 7 | \$5,396,617 | 70% | 73% | 82% |
| Total* | 151 | \$584,376,406 | 73 | \$327,414,920 | 48% | 56% | - | 81 | \$327,995,920 | 54% | 56% | - |

*Excludes Unique Projects

| Investment Categories | Overall | | Bike/Ped Heavy Scenario with Carbon Option 1 | | | | | Bike/Ped Heavy Scenario with Carbon Option 2 | | | | |
|--|--------------------|-----------------------|--|----------------------|--------------------------------|-----------------------------------|---------------------------------------|--|----------------------|--------------------------------|-----------------------------------|---------------------------------------|
| | Total Applications | Total Federal Request | Applications Funded | Total Funded | Percent of Applications Funded | Percent of Federal Request Funded | Lowest Percent of Total Points Funded | Applications Funded | Total Funded | Percent of Applications Funded | Percent of Federal Request Funded | Lowest Percent of Total Points Funded |
| Roadways | 61 | \$327,355,960 | 33 | \$169,308,683 | 54% | 52% | - | 33 | \$169,308,683 | 54% | 52% | - |
| Traffic Management Technologies | 4 | \$9,122,400 | 2 | \$4,400,000 | 50% | 48% | 96% | 2 | \$4,400,000 | 50% | 48% | 96% |
| Spot Mobility and Safety | 10 | \$21,767,426 | 5 | \$12,503,506 | 50% | 57% | 63% | 5 | \$12,503,506 | 50% | 57% | 63% |
| Strategic Capacity | 11 | \$96,817,600 | 4 | \$32,521,600 | 36% | 34% | 61% | 4 | \$32,521,600 | 36% | 34% | 61% |
| Roadway Reconstruction/ Modernization | 31 | \$179,359,169 | 17 | \$99,594,212 | 55% | 56% | 70% | 17 | \$99,594,212 | 55% | 56% | 70% |
| Bridges | 5 | \$20,289,365 | 5 | \$20,289,365 | 100% | 100% | 54% | 5 | \$20,289,365 | 100% | 100% | 54% |
| Transit | 21 | \$89,059,311 | 19 | \$80,052,911 | 90% | 90% | - | 19 | \$80,052,911 | 90% | 90% | - |
| Transit Expansion | 7 | \$38,230,703 | 6 | \$33,430,703 | 86% | 87% | 42% | 6 | \$33,430,703 | 86% | 87% | 42% |
| Transit Modernization | 6 | \$22,831,839 | 5 | \$18,625,439 | 83% | 82% | 49% | 5 | \$18,625,439 | 83% | 82% | 49% |
| Travel Demand Management | 7 | \$2,996,769 | 7 | \$2,996,769 | 100% | 100% | 59% | 7 | \$2,996,769 | 100% | 100% | 59% |
| ABRT | 1 | \$25,000,000 | 1 | \$25,000,000 | 100% | 100% | - | 1 | \$25,000,000 | 100% | 100% | - |
| Bicycle and Pedestrian Facilities | 69 | \$167,961,135 | 31 | \$76,659,846 | 45% | 46% | - | 34 | \$75,940,979 | 49% | 45% | - |
| Multiuse Trails and Bicycle Facilities | 49 | \$144,909,865 | 16 | \$60,389,709 | 33% | 42% | 80% | 15 | \$54,889,709 | 31% | 38% | 82% |
| Pedestrian Facilities | 10 | \$15,671,480 | 7 | \$10,048,000 | 70% | 64% | 66% | 9 | \$13,671,480 | 90% | 87% | 62% |
| Safe Routes to School | 10 | \$7,379,790 | 8 | \$6,222,137 | 80% | 84% | 81% | 10 | \$7,379,790 | 100% | 100% | 63% |
| Total* | 151 | \$559,376,406 | 83 | \$326,021,440 | 55% | 58% | - | 86 | \$325,302,573 | 57% | 58% | - |

*Excludes Unique Projects