

Action Transmittal

Transportation Advisory Board



Meeting Date: November 2, 2022

Date: October 26, 2022

Action Transmittal: 2022-45

2022 Regional Solicitation Funding Options

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

Requested Action

TAB requests that the technical committees forward a listing of key differences and technical feedback on the three Regional Solicitation funding options for TAB's consideration in its selection of the final Regional Solicitation program of projects.

Recommended Motion

That TAC forward three funding options to TAB along with a list of key differences and other technical feedback.

Summary

Three Regional Solicitation funding options, the "Midpoint" option and two "Bike/Pedestrian-Heavy" options were created for TAB's consideration, based upon policy direction provided by TAB. Technical committees are asked to produce a list of key differences and other technical feedback for TAB's consideration about each option.

Background and Purpose

TAB provided direction that the following funding options should be created for consideration as follows:

- A. Midpoint + Extra to Bike/Ped (Blue): This option is similar to TAB's past selection history of Solicitation funding across the modal categories dating back to 2014. The option focuses on the midpoints of the TAB-approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian). Funding within modal categories is allocated based upon the number of applications submitted within each application category. Unprogrammed dollars from the transit category (\$4M) would be applied to projects in Bike/Ped categories and this slightly shifts the modal allocation percentages.
- B1. Bicycle/Pedestrian-Heavy Option+ Extra to Roadway (Pink): This option goes to the top of the Bicycle/Pedestrian modal funding range (20%). This option was created at TAB's request. Unprogrammed dollars from the transit category (\$3M) would be applied to projects in Roadway categories with roadways only losing \$8M relative to the Midpoint option (instead of losing \$11M in Option B2).
- B2. Bicycle/Pedestrian-Heavy + Extra to Bike/Ped (Orange): This option slightly exceeds the modal range for bike/ped (9% to 20%) by putting 21% of the total funding to the

Bike/Ped categories and reducing total roadway funds by \$11M relative to the Midpoint option. Unprogrammed dollars from the transit category would be applied to projects in Bike/Ped categories.

Two new funding sources established by the Infrastructure Investment and Jobs Act (IIJA) are included in the 2022 Solicitation. The first is the On-System Bridge Program. All options show funding of all five applications in the Bridge category to accommodate this new funding source. This program will provide \$4M to \$5M per year from 2023 to 2027. The Bridge funding, therefore, is larger than it would have been without this new source. The new Bridge funding is not included in the calculation of the share of funding allocated to the Roadways modal category, except for the fifth bridge project, which was added late in the process.

Table 1: Key Differences Between Funding Options

Variables	A. Midpoint + Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy + Extra to Bike/Ped
Projects ¹	84	86	85
ROADWAYS	34	35	33
Traffic Management Tech	2	3	2
Spot Mob/Safety	5	6	5
Strategic Cap	6	4	4
Road Recon/Mod	16	17	17
Bridges	5	5	5
TRANSIT/TDM	18	17	17
Transit Exp	7	6	6
Transit Mod	5	5	5
ABRT	1	1	1
TDM	5	5	5
BIKE/PED	32	34	35
Trail/Bike	12	15	16
Pedestrian	10	9	9
SRTS	10	10	10
Local Dollars Leveraged (Excludes ABRT)	\$393M	\$363M	\$370M
Resubmittals	11 out of 21	11 out of 21	12 out of 21
Equity Bonus Projects	19 out of 24	20 out of 24	19 out of 24
Safety High Score	4 out of 4	4 out of 4	4 out of 4
Monetized Safety Benefit (Roadway Projects Only)	\$380,487,680	\$398,062,898	\$382,779,984
Intersections Impacted, Including ADA Improvements	444	474	471
Counties with Investment (Project Location)	7	7	7
Cities/Townships with Investment (Project Location)	53	54	54
Different Applicants Funded	31	30	30

The other new funding source available to the region through IIJA is the Carbon Reduction Program. This new federal program is aimed at funding projects that reduce greenhouse gas emissions, defined as carbon dioxide (CO₂), from on-road highway sources. The allocation of this funding is to be addressed in Action Transmittal 2022-46. This new federal source is not

¹ Includes Carbon Reduction Program projects shown in green in the table of options. Does not include unique projects or TMO set-aside.

included in the calculation of the modal categories funding shares for the base Solicitation funding options.

A list of key differences (see Table 1) and other technical feedback provided by the technical committees will be forwarded to TAB to help in their decision-making and selection of a final Solicitation program of projects in November.

Relationship to Regional Policy

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

Committee Comments and Action

At its October 20, 2022, meeting, the TAC Funding & Programming Committee voted to forward the three funding options to TAC along with a list of key differences and other technical feedback.

Discussion topics and key technical feedback included:

- The 5th ranked bridge (\$5.5M) comes out of the roadways modal split, instead of the On-System Bridge funding. This fifth project was added late in this process due to guidance changes on how to approach the new program. Discussion ensued on adding \$5.5M of roadway projects back to the options, likely by increasing using some unspent funds and/or further overprogramming. No conclusion was reached.
- Option B2 only funds one of two projects with the same total score. This is not a violation of any rule, though it is counter to past practice. That said, the sponsor of the potential unfunded tied project has expressed comfort with only funding one of the two projects, as it has three other projects funded in the same application category.
- Option B2 funds a Scott County project not funded in the other options, which is a move towards regional balance, as defined as dollars vs. population by county.
- Option B2 underfunds roadways the most vs. the other options.
- Concern was expressed that prior to inclusion of the Carbon Reduction Program, Option B2 funds over the modal maximum for bicycle/pedestrian (21%; maximum is 20%)
- All Regional Solicitation projects are required to be ADA compliant, and this is one small way to help bring transportation infrastructure into compliance. There may be certain application categories that help with ADA more than others based on their location and type (the differences between the funding options are noted in the Intersections Impacted row in Table 1).
- Overall, the three funding options remaining are largely the same with minimal differences that can be seen on the table of key differences.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	October 20, 2022
Technical Advisory Committee	Review & Recommend	November 2, 2022
Transportation Advisory Board	Review & Approve	November 16, 2022
Transportation Committee	Review & Recommend	November 28, 2022
Metropolitan Council	Review & Concur	December 14, 2022

Reference notes for scenario tables

Below is an explanation on how to understand the funding options developed, including what the color shading implies throughout the tables.

Color Shading:

- Blue: Midpoint + Extra to Bike/Ped scenario (Scenario A)
- Pink: Bicycle/Pedestrian-Heavy Option+ Extra to Roadway scenario (Scenario B1)
- Orange: Bicycle/Pedestrian-Heavy + Extra to Bike/Ped scenario (Scenario B2)
- Purple (Bridges, page 6): Bridge category (all Bridge projects funded in each scenario)
- Gray (Travel Demand Management, page 7): TDM projects funded to the standard amount
- Green (Carbon Reduction in the bike/ped categories, pages 8 and 9): 2023-2024 Carbon Reduction Funding spending on top of the scenarios.

Bold black underlines on tables indicate the likely approximate scenario outcome prior to receipt of additional IJJA funds (i.e., funded projects below the bold lines are beyond what would have been funded prior to the increase). It is also assumed that no projects will have their request partially funded. This is subject to change pending TAB final direction.

The right column on each of the tables shows the percentage of points applications received relative to the top scoring project in that category.

Tables on pages 11 and 13 show funding distribution by county for the various scenarios.



ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Traffic Management Technologies

Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	Chanhassen, Chaska, Waconia	Traffic Signal Technologies and ITS Corridor Enhancements	\$2,000,000	\$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	\$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		\$2,322,400		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	\$6,722,400	\$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	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	\$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	\$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	\$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	\$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	\$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		\$1,856,000		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	\$14,359,506	\$12,503,506	-	\$21,767,426	\$5,441,957	\$27,209,383	\$21,767,426	-	-

Strategic Capacity

Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	Bike/Ped Heavy + Extra Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	\$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	\$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	\$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	\$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	Chanhassen	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	\$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	A. Midpoint+Extra to Bike/Ped	Bike/Ped Heavy + Extra Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	\$0							

Roadway Reconstruction/Modernization

Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	Bike/Ped Heavy + Extra Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	\$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	\$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	\$7,000,000	2026	\$7,000,000	\$6,550,000	\$13,550,000	\$10,088,000	695	97%
4	17725	MINNEAPOLIS (Equity Bonus)	Hennepin	Minneapolis	7th Street North Reconstruction	\$7,000,000	\$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	\$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	\$7,000,000	2027	\$7,000,000	\$1,972,429	\$8,972,429	\$36,624,000	588	82%
7	17492	DAKOTA COUNTY	Dakota	Eagan	Lone Oak Rd Reconstruction	\$4,740,000	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$5,224,640	2027	\$5,224,640	\$1,306,160	\$6,530,800	\$88,871,040	513	71%
16	17710	SHAKOPEE (Resubmittal)	Scott	Shakopee	Maystown Road Corridor	\$3,723,172	\$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	\$7,000,000	\$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				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	\$138,062,748	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	\$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	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	\$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	\$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	\$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	\$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	\$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	-	\$20,289,365	\$17,822,341	\$38,111,706	\$20,289,365	-	-

Note: Thick black underlines in each list indicate approximate funding lines before IUA increases.
 Bridge projects shown in purple indicate projects funded out of the on-system bridge program, except for the 5th bridge project which is currently funded out of the roadways allocation.

Modal Splits Project Total	\$167,571,318	\$158,749,718	\$154,571,318
Modal Splits Available	\$166,666,680	\$159,572,020	\$155,945,263
Yet to Program to 11% Overprogramming	(\$904,638)	\$822,302	\$1,373,945
Project Total Programmed (includes 5th bridge)	\$301,868,786	\$300,359,186	\$298,628,786
Unique Project Set-Aside	\$4,500,000	\$4,500,000	\$4,500,000
Carbon Programmed	\$15,287,654	\$15,587,654	\$18,639,654
On-System Bridges Programmed (excludes 5th bridge)	\$14,737,365	\$14,737,365	\$14,737,365
Total Programmed	\$336,393,805	\$335,184,205	\$336,505,805
Total Available With All Sources	\$338,687,595	\$338,687,595	\$338,687,595
Yet to Program for All Modes to 11% Overprogramming	\$2,293,790	\$3,503,390	\$2,181,790

DRAFT FUNDING OPTION-SUBJECT TO CHANGE

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Transit Expansion

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	\$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	\$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	\$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	\$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	\$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, Chanhassen, Eden, Prairie, Minnetonka, Hopkins, Edina, Excelsior, St. Louis Park		✓	SW Prime North Expansion	\$5,600,000	\$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, Chanhassen, Carver, Victoria		✓	Golden Triangle Mobility Hubs	\$4,800,000			2025 2026	\$4,800,000	\$1,200,000	\$6,000,000	\$38,230,703	260	28%
								\$38,230,703	\$33,430,703	\$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	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	\$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	\$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	\$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	\$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	the BRT	max was 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	\$4,000,000	2023 2024 2025 2026 2027	\$4,000,000	\$1,000,000	\$5,000,000	\$22,831,839	401	49%
								\$18,625,439	\$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	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	2026	\$25,000,000			\$25,000,000		-
								\$25,000,000	\$25,000,000	\$25,000,000	-	\$25,000,000	\$0	\$0	-	-	-

TMO/TDM

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	\$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	\$1,200,000	Both	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-	-
								\$4,200,000	\$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	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17707	HOURCAR	Hennepin	Richfield, Bloomington, St. Louis Park, Minneapolis, Little Canada			Multifamily EV Carshare Pilot Project	\$499,244	\$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	\$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	\$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	\$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	\$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				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				2023 2024	\$500,000	\$125,000	\$625,000	\$2,996,769	483	59%
											-	\$2,996,769	\$749,192	\$3,745,961	\$2,996,769	-	-

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

*The first five Travel Demand Management projects shown in grey can be funded with dollars set-aside for this category in 2020.

Modal Splits Project Total	\$86,056,142	\$81,256,142	\$81,256,142
Modal Splits Available	\$90,000,000	\$84,155,899	\$84,155,899
Yet to Program to 11% Overprogramming	\$ 3,943,858	\$ 2,899,757	\$ 2,899,757
Yet to Program After Shift to other Modes	\$ -	\$ -	\$ -

Balance remaining in the "Yet To Program" row above was transferred to projects in the bike/pedestrian modal area in options A and B2 and to roadways in Option B1.

BICYCLE AND PEDESTRIAN FACILITIES

Multiuse Trails and Bicycle Facilities															
Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	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	2027	\$4,511,942	\$1,127,985	\$5,639,927	\$10,011,942	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	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	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	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	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	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	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	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	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	\$2,462,240	\$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	\$419,040	\$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	\$4,912,000	\$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		\$4,000,000	\$4,000,000	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		Carbon Reduction	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			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	\$556,000	\$150,000	\$706,000	\$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	\$76,143,489	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	\$111,033,979	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	\$133,074,225	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						\$40,477,709	\$49,389,709	\$49,389,709		\$144,909,865	\$54,797,896	\$199,707,761			-

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

Pedestrian Facilities															
Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	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	2026	\$2,000,000	\$10,683,100	\$12,683,100	\$4,000,000	784	90%
3	17734	Minneapolis	Hennepin	Minneapolis	Elliot Park Pedestrian Improvements	\$2,000,000	\$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	\$400,000	\$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	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	Carbon Reduction	Carbon Reduction	\$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	Carbon Reduction	Carbon Reduction	\$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	Carbon Reduction	Carbon Reduction	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	Carbon Reduction	Carbon Reduction	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	Carbon Reduction	Carbon Reduction	Carbon Reduction	2025 2026 2027	\$2,000,000	\$1,204,000	\$3,204,000	\$15,671,480	486	56%
Total						\$6,400,000	\$7,600,000	\$10,048,000	-	\$15,671,480	\$17,041,573	\$32,713,053			-

Safe Routes to School															
Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	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	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	2026	\$363,617	\$90,904	\$454,521	\$1,363,617	820	96%
3	17558	Minneapolis	Hennepin	Minneapolis	South & Folwell SRTS Improvements	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	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	Carbon Reduction	Carbon Reduction	Carbon Reduction	2026	\$1,000,000	\$440,000	\$1,440,000	\$4,363,617	738	86%
6	17647	Bloomington	Hennepin	Bloomington	Valley View Schools SRTS Improvements	Carbon Reduction	Carbon Reduction	Carbon Reduction	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	Carbon Reduction	Carbon Reduction	Carbon Reduction	2026	\$635,000	\$175,000	\$810,000	\$5,396,617	704	82%
8	17731	Chaska	Carver	Chaska	Engler Boulevard Trail Gap	Carbon Reduction	Carbon Reduction	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	Carbon Reduction	Carbon Reduction	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/Edgerton St Trail	Carbon Reduction	Carbon Reduction	Carbon Reduction	2024 2025 2026	\$557,654	\$139,413	\$697,067	\$7,379,790	544	63%
Total						\$1,363,617	\$3,363,617	\$3,363,617	-	\$7,379,790	\$3,243,618	\$10,623,408			-

Note: Thick black underlines in each list indicate approximately funding lines before IJA increases.
Projects shaded in green would be funded out of the Carbon Reduction Program funds
and this will be considered by TAB as part of a separate action.

Modal Splits Project Total	\$48,241,326	\$60,353,326	\$62,801,326
Modal Splits Available	\$ 48,170,858	\$ 60,000,000	\$ 63,626,757
Yet to Program to 11% Overprogramming	(\$70,468)	(\$353,326)	\$825,431
Carbon Reduction Project Total	\$15,287,654	\$15,587,654	\$18,639,654
Carbon Reduction Available	\$16,269,000	\$16,269,000	\$16,269,000
Yet to Program to 11% Overprogramming	\$910,878	\$328,021	(\$1,545,223)

DRAFT FUNDING OPTION-SUBJECT TO CHANGE

Total Funding-\$4.5M for Unique

\$727,000

UNIQUE PROJECTS*

Rank	ID	Applicant	County	City	Project Name	All Scenarios	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
0	N/A	Met Council	All	All	Travel Behavior Inventory	\$733,000	\$733,000	\$1,467,000	\$2,200,000	\$733,000	N/A
1	17596	Metro Transit		St Paul	Regional Mobility Hubs	\$1,600,000	\$1,600,000	\$400,000	\$2,000,000	\$2,333,000	3.1
2	17635	St Paul	Ramsey	St Paul	EV Spot Network Strategic Expansion	\$1,440,000	\$1,440,000	\$382,500	\$1,822,500	\$3,773,000	3.0
3	17547	Move Minnesota			'True Impacts of Transportation' Public Education Campaign		\$768,100	\$192,025	\$960,125	\$4,541,100	2.1
Total						\$3,773,000	\$4,541,100	\$2,441,525	\$6,982,625		

*The first three projects on this list (in grey) should be funded with dollars set-aside for this category in 2020 per TAB direction on 10/19/22. The remaining \$727,000 can be reallocated for later use.

Regional Solicitation Funding by County (2014-2020)

County	2021 Census Estimate				2014		2016		2018		2020		2014-2020		2022		Total	
	Population	Pop %	Jobs %														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 + Extra to Bike/Ped)

County	2021 Census Estimate				2014		2016		2018		2020		2014-2020		2022		Total	
	Population	Pop %	Jobs %														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	10.0%	\$ 117,851,191	9.7%
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%	\$ 33,725,520	8.6%	\$ 77,454,160	6.4%
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%	\$ 38,244,510	9.8%	\$ 109,778,245	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%	\$ 174,936,965	44.8%	\$ 588,752,687	48.6%
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%	\$ 76,085,207	19.5%	\$ 208,080,475	17.2%
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	5.2%	\$ 57,633,704	4.8%
	3,186,349				\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ 390,829,683		\$ 1,211,226,319	

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 + Extra to Roadway)

County	2021 Census Estimate				2014		2016		2018		2020		2014-2020		2022		Total	
	Population	Pop %	Jobs %														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%	\$ 26,325,520	6.7%	\$ 70,054,160	5.8%
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%	\$ 38,244,510	9.8%	\$ 109,778,245	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%	\$ 179,304,965	45.9%	\$ 593,120,687	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%	\$ 87,907,607	22.5%	\$ 219,902,875	18.2%
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	5.2%	\$ 57,633,704	4.8%
	3,186,349				\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ 389,620,083		\$ 1,210,016,719	

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 + Extra to Bike/Ped)

County	2021 Census Estimate				2014		2016		2018		2020		2014-2020		2022		Total	
	Population	Pop %	Jobs %														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%	\$ 26,325,520	6.7%	\$ 70,054,160	5.8%
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%	\$ 38,244,510	9.8%	\$ 109,778,245	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	45.4%	\$ 591,264,687	48.8%
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%	\$ 85,585,207	21.9%	\$ 217,580,475	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	5.2%	\$ 57,633,704	4.8%
	3,186,349				\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ 390,941,683		\$ 1,211,338,319	

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

Investment Categories	Overall		Midpoint Scenario + Extra to Bike/Ped				
	Total Applications	Total Federal Request	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%	-
Traffic Management Technologies	4	\$9,122,400	2	\$4,400,000	50%	48%	96%
Spot Mobility and Safety	10	\$21,767,426	5	\$12,503,506	50%	57%	63%
Strategic Capacity	11	\$96,817,600	6	\$52,521,600	55%	54%	60%
Roadway Reconstruction/ Modernization	31	\$179,359,169	16	\$92,594,212	52%	52%	71%
Bridges	5	\$20,289,365	5	\$20,289,365	100%	100%	54%
Transit	21	\$89,059,311	18	\$83,907,940	86%	94%	-
Transit Expansion	7	\$38,230,703	7	\$38,230,703	100%	100%	28%
Transit Modernization	6	\$22,831,839	5	\$18,625,439	83%	82%	49%
Travel Demand Management	7	\$2,996,769	5	\$2,051,798	71%	68%	79%
ABRT	1	\$25,000,000	1	\$25,000,000	100%	100%	-
Bicycle and Pedestrian Facilities	69	\$167,961,135	32	\$63,528,979	46%	38%	-
Multiuse Trails and Bicycle Facilities	49	\$144,909,865	12	\$40,477,709	24%	28%	83%
Pedestrian Facilities	10	\$15,671,480	10	\$15,671,480	100%	100%	56%
Safe Routes to School	10	\$7,379,790	10	\$7,379,790	100%	100%	63%
Total*	151	\$584,376,406	84	\$329,745,603	56%	56%	-

*Excludes Unique Projects

Investment Categories	Overall		Bike/Ped Heavy Scenario + Extra to Roadway				
	Total Applications	Total Federal Request	Applications Funded	Total Funded	Percent of Applications Funded	Percent of Federal Request Funded	Lowest Percent of Total Points Funded
Roadways	61	\$327,355,960	35	\$173,487,083	57%	53%	-
Traffic Management Technologies	4	\$9,122,400	3	\$6,722,400	75%	74%	94%
Spot Mobility and Safety	10	\$21,767,426	6	\$14,359,506	60%	66%	59%
Strategic Capacity	11	\$96,817,600	4	\$32,521,600	36%	34%	61%
Roadway Reconstruction/ Modernization	31	\$179,359,169	17	\$99,594,212	55%	56%	71%
Bridges	5	\$20,289,365	5	\$20,289,365	100%	100%	54%
Transit	21	\$89,059,311	17	\$79,107,940	81%	89%	-
Transit Expansion	7	\$38,230,703	6	\$33,430,703	86%	87%	42%
Transit Modernization	6	\$22,831,839	5	\$18,625,439	83%	82%	49%
Travel Demand Management	7	\$2,996,769	5	\$2,051,798	71%	68%	79%
ABRT	1	\$25,000,000	1	\$25,000,000	100%	100%	-
Bicycle and Pedestrian Facilities	69	\$167,961,135	34	\$75,940,979	49%	45%	-
Multiuse Trails and Bicycle Facilities	49	\$144,909,865	15	\$54,889,709	31%	38%	82%
Pedestrian Facilities	10	\$15,671,480	9	\$13,671,480	90%	87%	62%
Safe Routes to School	10	\$7,379,790	10	\$7,379,790	100%	100%	63%
Total*	151	\$584,376,406	86	\$328,536,003	57%	56%	-

*Excludes Unique Projects

Investment Categories	Overall		Bike/Ped Heavy Scenario + Extra to Bike/Ped				
	Total Applications	Total Federal Request	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%	-
Traffic Management Technologies	4	\$9,122,400	2	\$4,400,000	50%	48%	96%
Spot Mobility and Safety	10	\$21,767,426	5	\$12,503,506	50%	57%	63%
Strategic Capacity	11	\$96,817,600	4	\$32,521,600	36%	34%	61%
Roadway Reconstruction/ Modernization	31	\$179,359,169	17	\$99,594,212	55%	56%	70%
Bridges	5	\$20,289,365	5	\$20,289,365	100%	100%	54%
Transit	17	\$89,059,311	17	\$79,107,940	100%	89%	-
Transit Expansion	6	\$38,230,703	6	\$33,430,703	100%	87%	42%
Transit Modernization	5	\$22,831,839	5	\$18,625,439	100%	82%	49%
Travel Demand Management	5	\$2,996,769	5	\$2,051,798	100%	68%	79%
ABRT	1	\$25,000,000	1	\$25,000,000	100%	100%	-
Bicycle and Pedestrian Facilities	69	\$167,961,135	35	\$81,440,979	51%	48%	-
Multiuse Trails and Bicycle Facilities	49	\$144,909,865	16	\$60,389,709	33%	42%	80%
Pedestrian Facilities	10	\$15,671,480	9	\$13,671,480	90%	87%	62%
Safe Routes to School	10	\$7,379,790	10	\$7,379,790	100%	100%	63%
Total*	147	\$584,376,406	85	\$329,857,603	58%	56%	-

*Excludes Unique Projects

Investment Categories	Total Projects*	Total Federal Request	Midpoint Scenario + Extra to Bike/Ped				Bike/Ped Heavy Scenario + Extra to Roadway				Bike/Ped Heavy Scenario + Extra to Bike/Ped			
			Total Projects Funded*	% of Request	Total Awarded	% of Request	Total Projects Funded*	% of Request	Total Awarded	% of Request	Total Projects Funded*	% of Request	Total Awarded	% of Request
Anoka County	25	\$78,573,253	12	48%	\$39,201,353	50%	11	44%	\$29,201,353	37%	11	44%	\$29,201,353	37%
Roadways	9	\$58,065,553	4	44%	\$26,571,153	46%	3	33%	\$16,571,153	29%	3	33%	\$16,571,153	29%
Transit	0	\$0	0	-	\$0	-	0	-	\$0	-	0	0%	\$0	0%
Bicycle/Pedestrian	2	\$2,571,200	1	50%	\$2,015,200	78%	1	50%	\$2,015,200	78%	1	50%	\$2,015,200	78%
HSIP	14	\$17,936,500	7	50%	\$10,615,000	59%	7	50%	\$10,615,000	58%	7	50%	\$10,615,000	59%
Carver County	23	\$75,934,162	14	61%	\$33,725,520	44%	12	52%	\$26,325,520	35%	12	52%	\$26,325,520	35%
Roadways	8	\$47,304,000	4	50%	\$17,440,000	37%	4	50%	\$14,440,000	31%	4	50%	\$14,440,000	31%
Transit	2	\$5,200,000	2	100%	\$5,200,000	100%	1	50%	\$2,800,000	54%	1	50%	\$2,800,000	54%
Bicycle/Pedestrian	4	\$9,087,680	2	50%	\$2,825,520	31%	1	25%	\$825,520	9%	1	25%	\$825,520	9%
HSIP	9	\$14,342,482	6	67%	\$8,260,000	58%	6	50%	\$8,260,000	58%	6	67%	\$8,260,000	58%
Dakota County	33	\$98,741,013	14	42%	\$38,244,510	39%	14	42%	\$38,244,510	39%	14	42%	\$38,244,510	39%
Roadways	7	\$46,916,000	2	29%	\$14,740,000	31%	2	29%	\$14,740,000	31%	2	29%	\$14,740,000	31%
Transit	7	\$16,726,790	4	57%	\$12,020,390	72%	4	57%	\$12,020,390	72%	4	57%	\$12,020,390	72%
Bicycle/Pedestrian	15	\$27,633,143	4	27%	\$4,019,040	15%	4	27%	\$4,019,040	15%	4	27%	\$4,019,040	15%
HSIP	4	\$7,465,080	4	100%	\$7,465,080	100%	4	50%	\$7,465,080	58%	4	100%	\$7,465,080	100%
Hennepin County	90	\$268,593,973	59	66%	\$174,936,965	65%	60	67%	\$179,304,965	67%	60	67%	\$177,448,965	66%
Roadways	25	\$110,405,635	17	68%	\$81,715,200	74%	18	72%	\$83,571,200	76%	18	72%	\$81,715,200	74%
Transit	12	\$33,208,199	12	100%	\$33,208,199	100%	11	92%	\$30,808,199	93%	11	92%	\$30,808,199	93%
Bicycle/Pedestrian	35	\$96,177,139	18	51%	\$39,591,566	41%	19	54%	\$44,503,566	46%	19	54%	\$44,503,566	46%
HSIP	18	\$28,803,000	12	67%	\$20,422,000	71%	12	50%	\$20,422,000	58%	12	67%	\$20,422,000	71%
Ramsey County	27	\$101,852,620	22	81%	\$76,085,207	75%	25	93%	\$87,907,607	86%	24	89%	\$85,585,207	84%
Roadways	8	\$46,941,600	6	75%	\$31,119,158	66%	7	88%	\$33,441,558	71%	6	75%	\$31,119,158	66%
Transit	6	\$24,411,366	5	83%	\$23,966,395	98%	5	83%	\$23,966,395	98%	5	83%	\$23,966,395	98%
Bicycle/Pedestrian	8	\$24,177,654	6	75%	\$14,677,654	61%	8	100%	\$24,177,654	100%	8	100%	\$24,177,654	100%
HSIP	5	\$6,322,000	5	100%	\$6,322,000	100%	5	50%	\$6,322,000	58%	5	100%	\$6,322,000	100%
Scott County	6	\$13,736,128	5	83%	\$8,236,128	60%	5	83%	\$8,236,128	60%	6	100%	\$13,736,128	100%
Roadways	1	\$3,723,172	1	100%	\$3,723,172	100%	1	100%	\$3,723,172	100%	1	100%	\$3,723,172	100%
Transit	3	\$2,512,956	3	100%	\$2,512,956	100%	3	100%	\$2,512,956	100%	3	100%	\$2,512,956	100%
Bicycle/Pedestrian	1	\$5,500,000	0	0%	\$0	0%	0	0%	\$0	0%	1	100%	\$5,500,000	100%
HSIP	1	\$2,000,000	1	100%	\$2,000,000	100%	1	50%	\$2,000,000	58%	1	100%	\$2,000,000	100%
Washington County	14	\$36,814,320	6	43%	\$20,400,000	55%	6	43%	\$20,400,000	55%	6	43%	\$20,400,000	55%
Roadways	2	\$14,000,000	1	50%	\$7,000,000	50%	1	50%	\$7,000,000	50%	1	50%	\$7,000,000	50%
Transit	1	\$7,000,000	1	100%	\$7,000,000	100%	1	100%	\$7,000,000	100%	1	100%	\$7,000,000	100%
Bicycle/Pedestrian	4	\$2,814,320	1	25%	\$400,000	14%	1	25%	\$400,000	14%	1	25%	\$400,000	14%
HSIP	7	\$13,000,000	3	43%	\$6,000,000	46%	3	50%	\$6,000,000	58%	3	43%	\$6,000,000	46%
Total*	218	\$674,245,476	132	-	\$390,829,683	58%	133	-	\$389,620,083	58%	133	-	\$390,941,683	58%

*Excludes Unique Projects. Shows more than the number of applications submitted because some projects span more than one county.

2022 Unique Projects Scoring – Committee Memo to TAB 10/12/2022

The Unique Projects Scoring Committee met on October 10 to discuss funding of the project applications. Below is a summary of the scores arrived at by the committee, federal funding requests, the committee’s recommendation to TAB, and future considerations.

Scoring Summary

A summary of the average scores across all scorers is provided in Table 1. The following point scale was used to evaluate projects: Excellent (5 pts), Very Good (4 pts), Good (3 pts), Fair (2 pts), Poor (1 pt).

The following three projects were scored:

- [EV Spot Network Strategic Expansion](#) submitted by City of Saint Paul
- [‘True Impacts of Transportation’ Public Education Campaign](#) submitted by Move Minnesota
- [Mobility Hubs](#) submitted by Metro Transit

Table 1 – Summary of the Average Unique Projects Scores by Project and Criteria

Criteria	Weight	17635	17547	17596
		EV Spot Network	Education	Mobility Hubs
1. Innovation	28%	2.6	1.6	3.0
2. Environmental Impacts	21%	3.5	1.7	2.9
3. Racial Equity	18%	3.1	1.8	2.7
4. Multimodal Communities	13%	3.0	1.3	3.6
5. Regional Impact/Scalability	11%	3.5	1.9	3.4
6. Partnerships	9%	2.8	1.7	3.0
TOTAL	100%	3.0 (Good)	2.1 (Fair)	3.1 (Good)

Scoring Notes:

- Nine scorers reviewed the projects.
- One scorer ranked projects in order of their preference and scores of 3.8, 2.2, and 3.0 were interpreted from this ranking.¹ Two other scorers provided overall scores without distinguishing scores of the individual measures. Those scores are not factored into the individual criteria scores, meaning only six scorers contributed to those.

Federal Funding Requests

The Unique Projects funding availability was established during the 2020 Regional Solicitation.

	Federal
TOTAL AVAILABLE	\$4,500,000
17635—EV Spot Network	\$1,440,000
17547—Education	\$768,100
17596—Mobility Hubs	\$1,600,000
Travel Behavior Inventory	\$733,000
TOTAL Federal Requested	\$4,541,100

¹ It was assumed that the second ranked project would receive a score of 3.0. Standard deviations from the other scorers were used to determine the scoring margins for the other scores.

Funding Notes:

- The Travel Behavior Inventory (TBI) was agreed upon for inclusion as a multi-phase project during previous Regional Solicitation approvals.
- The \$41,100 above the available funds is not an obstacle to funding all these projects. Other Solicitation funding is available to cover this difference.
- If TAB decides not to fund all the applications, unused funds can be used on applications applied for in the other Regional Solicitation funding categories or to increase total Unique Projects funding availability for the 2024 Unique Projects category.

Committee Recommendation to TAB

All present committee members discussed their scores during the scoring meeting and no changes were made. Some members supported funding multiple projects and others only wanted to fund the Travel Behavior Inventory (TBI) commitment that TAB previously made. Chair Hovland polled the group on the numbers of projects that they wanted to fund beyond the TBI, using the ranked list of projects based on scores. About half the participants indicated support for the TBI and two projects and the other half indicated support for the TBI and no additional Unique Projects. The group discussed a compromise to recommend funding one project, Mobility Hubs, but did acknowledge that the EV Spot Network project was only 0.1 points lower in its score.

The committee also discussed two options for any unallocated Unique Project funds: rolling the funds forward to the 2024 Regional Solicitation Unique Projects category or increasing the amount available in this Solicitation. If funds are moved to other modal categories in this Solicitation, there are two options of either moving the funds to the Bicycle and Pedestrian modal category only (suggested by the scoring committee) or proportionately distributing the funds amongst all the modal categories.

As a result of the committee's discussion, the following questions are recommended to be brought forward to TAB in October.

1. What Unique Projects should be funded?
 - Option 1A – Fund the TBI and the Mobility Hubs project at \$2,333,000, leaving \$2,167,000 remaining.
 - Option 1B – Fund the TBI, Mobility Hubs and EV Spot Network projects at \$3,773,000, leaving \$727,000 remaining.
 - Options 1C – Fund only the TBI at \$733,000, leaving \$3,767,000 remaining.
2. How should any remaining funds be allocated??
 - Option 2A – Increase the set aside for the 2024 Unique Projects funding allocation by the amount of remaining funds (given the reality that this was the first time soliciting under this new category and there was limited time to develop project ideas).
 - Option 2B – Keep the funding in the 2022 Regional Solicitation and reallocate it among other modal categories.
3. If it is recommended to use the remaining funds in 2022, how should the funds be reallocated? (only if Option 2B is selected)
 - Option 3A – Move any remaining funds to the Bicycle and Pedestrian modal category given the high demand and closer tie to Unique Project goals.
 - Option 3B – Move any remaining funds to Roadway, Transit, and Bicycle and Pedestrian proportional to their midpoint given this is how the funds were originally sourced.

Committee members **avored Option 1A** be brought to TAB as a recommendation, with the understanding that the other options discussed by the committee would be presented for

discussion. Committee members acknowledged that the scoring gap between the Mobility Hubs project and the EV Network project is small but decided that the projects could be split because the former is closer to a pilot project while the latter is an extension of a project that was funded in the previous Regional Solicitation. The committee members discussed options 2A and 2B as well as option 3A, but there was no consensus on making a recommendation to TAB. The committee ultimately felt it was TAB's role to decide what to do with any remaining funds from the Unique Projects category.

Future Considerations

Members would like future Regional Solicitations to better indicate the desire for innovation to be at the forefront of the category, even suggesting that the category name be changed to "Unique and Innovative Projects." There was an acknowledgement that the TAB needs to do a better job defining innovation or promoting the idea to get better project applications.