

Agenda

TAB Technical Advisory Committee



Meeting Date: November 2, 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 October 5, 2022, TAB Technical Advisory Committee Minutes - roll call

Public Comment on Committee Business

TAB Report

Committee Reports

- 1) Executive Committee (Jon Solberg, Chair)
No items.
- 2) Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)
No items.
- 3) Funding & Programming Committee (Michael Thompson, Chair)
 - a) 2022-44: Maple Grove Program Year Extension Request - roll call
 - b) 2022-45: Regional Solicitation Project Selection - roll call
 - c) 2022-46: Carbon Reduction Project Selection - roll call
 - d) 2022-47: Highway Safety Investment Plan Project Selection - roll call

Information

- 1) TAC Chair Nomination Committees – Breakout Groups

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: October 5, 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, 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
- Brandon Brodhag, 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 at 9:03 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 Eyoh to approve the minutes of the September 7, 2022, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the September 21, 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 the agenda items.

Action Transmittal

Transportation Advisory Board



Meeting Date: November 2, 2022

Date: October 21, 2022

Action Transmittal: 2022-44

Program Year Extension Request: Maple Grove Rush Creek Boulevard/I-94/TH 610 Interchange

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Senior Planner (651-602-1705)

Requested Action

Maple Grove requests a program year extension for its Rush Creek Boulevard/I-94/TH 610 Interchange Construction and MN 610 Extension (SP# 189-143-001) from fiscal year 2023 to fiscal year 2024.

Recommended Motion

That the Technical Advisory Committee recommend that TAB approve Maple Grove's Rush Creek Boulevard/I-94/TH 610 Interchange Construction and MN 610 Extension (SP# 189-143-001) be extended from fiscal year 2023 to fiscal year 2024.

Summary

Maple Grove was awarded \$7M in the 2018 Regional Solicitation to construct a four-lane divided A-minor arterial expander between CSAH 30 and the I-94 and MN 610 interchange. Maple Grove requests that the project be extended from 2023 to 2024 after federal authorization has been delayed.

Background and Purpose

In the 2018 Regional Solicitation, the City of Maple Grove was awarded \$7M to construct a four-lane divided highway (an extension of MN 610) and expand the MN 610 interchange at I-94. The project was, and remains, programmed for fiscal year 2023. Maple Grove is requesting that the project be extended to fiscal year 2024 due to federal authorization taking longer than expected. This is due primarily to the project's inclusion of partial interchange construction.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

Staff Analysis

Per the Program Year Policy's progress assessment (attached) a minimum score of 7 is needed to be eligible for an extension. This process helps assess whether the project is in position to be able

to be obligated with the one-year extension. The request obtained a score of 8. Therefore, staff recommends approval of the request.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. While funding reimbursement is not guaranteed for 2024, the project will receive reimbursement at the earliest time available.

Committee Comments and Action

At its October 20, 2022, meeting, the TAC Funding & Programming Committee unanimously recommended approval of Maple Grove's Rush Creek Boulevard/I-94/TH 610 Interchange Construction and MN 610 Extension be extended from fiscal year 2023 to fiscal year 2024.

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 & Adopt	November 16, 2022





October 6, 2022

Mr. Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

**Subject: Program Year Extension Request for SP 189-143-001
Rush Creek Boulevard (MSAS 143)/I-94/TH 610 Interchange**

Dear Mr. Thompson:

In 2019, the City of Maple Grove was awarded federal funding as part of the Metropolitan Council Regional Solicitation to construct a new four-lane divided A-Minor Arterial Expander roadway (Rush Creek Boulevard – MSAS 143) between Hennepin County CSAH 30 and the I-94/TH 610 interchange. As proposed, the project will also a new bridge over I-94 and add missing roadway movements to the I-94/TH 610 interchange, including a westbound I-94 loop off-ramp to westbound MSAS 143 and a westbound I-94 on-ramp from westbound TH 610 and eastbound MSAS 143. The current program year is 2023.

Over the past few years, city staff has worked with their agency partners at MnDOT and Hennepin County to advance the project with the intent of obtaining federal authorization by the required deadline. However, since the project involves a partial interchange with I-94, federal review of the Interstate Access Modification Report (IAMR) and the environmental document has taken longer than expected.

We therefore, kindly request the TAC Funding and Programming Committee consider a program year extension to 2024, which will account for any additional delays in the project that may delay federal authorization to 2024.

Sincerely,

John Hagen, P.E., PTOE
Transportation Operations Engineer

cc: Joe Barbeau, Metropolitan Council
Colleen Brown, MnDOT

Elaine Koutsoukos, Metropolitan Council
Ken Ashfeld, City of Maple Grove



City of
Maple Grove

12800 Arbor Lakes Parkway
Maple Grove, MN 55369-7064

763-494-6000
maplegrovern.gov

REQUEST FOR PROGRAM YEAR EXTENSION

SP 189-143-001

Rush Creek Boulevard (MSAS 143)/I-94/TH 610 Interchange



1. Project Progress

a) Progress Schedule

See Attachment 1

b) Right of Way

All the necessary permanent roadway right of way needed for the project elements located to the east of I-94 have already been acquired as part of the most recent TH 610 project that was completed in 2017. Additional permanent roadway right of way, permanent easements, and temporary construction easements are necessary for this project on the west side of I-94.

Please see Attachment 2 for the locations and the types of easements being acquired. Acquisitions will be complete by April 1, 2023.

c) Plans

- Layout – Approved https://www.610extensionproject.com/wp-content/uploads/2022/07/220418_12510_loa1_SIGNED.pdf
- 60% Plans have been submitted and plan comments received.
- 90% - Plans Scheduled for submittal Nov 30, 2022
- 95% - Final Road and Bridge Plans for approval Feb 28 – March 30, 2023

d) Permits

PERMITS AND APPROVALS

Permit of Approval	Agency	Action Required (Status)
Federal		
Categorical Exclusion Determination	FHWA	Approval (pending)
Interstate Access Request (IAR)	FHWA	Approval (pending)
Section 106 (Historic / Archaeological)	MnDOT CRU (on behalf of FHWA)	Determination of Effect (Complete)
Section 4(f)	MnDOT/FHWA	Section 4(f) De Minimis review and concurrence (Complete)

Permit of Approval	Agency	Action Required (Status)
Section 404 Permit, Clean Water Act	USACE	Submitted, Public Notice Published, Pending Approval
Federal Threatened and Endangered Species Review	MnDOT OES and USFWS	Determination of Effect (Complete)
State		
Categorical Exclusion Determination	MnDOT	Approval (pending)
Wetland Conservation Act (WCA)	MnDOT	Submitted, pending approval
Public Water Work Permit	DNR	To Be Acquired
State Endangered Species Review	DNR	Review (Complete)
NPDES / SDS Construction Site Permit (Phase II)	MPCA	To Be Acquired
Section 401 Water Quality Certification	MPCA	Submitted, pending approval.
Local		
Controlled Access Approval	Metropolitan Council	To Be Acquired
WCA (for work outside of MnDOT right of way)	City of Maple Grove	To Be Acquired
Stormwater Management Permit	Elm Creek Watershed Management Commission	To Be Acquired
Erosion and Sediment Control Permit	Elm Creek Watershed Management Commission	To Be Acquired

e) Approvals

- Environmental Doc (CAT EX) – Required Approvals/ Status – Full approval needed prior to IAMR approval.
 - MnDOT – Needed at Completion of Document
 - FHWA – Needed after MnDOT Approval

- Construction Plans – Required Approvals / Status (All agencies have seen 60% submittals)
 - City of Maple Grove – Needed at Final Plan Submittal
 - Hennepin County – Needed at Final Plan Submittal
 - MnDOT State Aid – Needed at Final Plan Submittal
 - MnDOT Office of Land Management – Needed at Final Plan Submittal
 - MnDOT – Needed at Final Plan Submittal

f) Funding / Expenditures to Date

The City of Maple Grove has expended staff time in planning, scoping, project development, preliminary environmental review, and project management. We have also engaged consultant services and have spent approximately \$2,250,000 to date on preliminary engineering, environmental documentation, traffic forecasting/modeling, and final design for this project. Remaining final design and project procurement, to be completed by the consultant, are anticipated to cost an additional \$930,000.

2. Justification for Extension Request

a) What is unique about this project that requires an extension of the program year?

Major elements of the project development (right-of-way acquisition, plans, permits, and funding) are on schedule to obtain approvals in advance of the necessary deadlines for program year 2023. However, since the project involves a partial interchange at I-94/TH 610, the higher level of analysis and scrutiny as part of the federal review is resulting in delays in the approvals of the IAMR and environment document.

A program year extension of one year is being requested to account for any additional potential delays in the federal approvals that may delay federal authorizations to 2024.



b) What are the financial impacts if this project does not meet its current program year?

If additional delays in the federal review results in the project not being able to obtain federal authorization by the necessary deadline for program year 2023, \$7,000,000 in federal funds would be forfeited. As a result, additional local funds would be required within the City of Maple Grove's five-year Capital Improvement Program (CIP) contingent on City Council approval.

c) What are the implications if the project does not obtain the requested extension?

The target date for letting of this project is in 2023. However, if the letting date is delayed due to federal review, the letting date may shift to early 2024. Without the requested, a project delay would result in the loss of federal funding and the aforementioned City CIP impacts.

d) What actions will the agency take to resolve the problems facing the project in the next three to six months?

The City of Maple Grove will continue to aggressively pursue the completion of this project by the Spring of 2023. We have monthly Project Management Team meetings with our agency partners (FHWA, MnDOT, and Hennepin County) to stay on schedule and deliver the project, preferably in 2023 or, if needed, 2024.



ATTACHMENT 1

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Regional Program Year Policy

TAB Adopted: April 17, 2013
Administrative Modifications: August 20, 2014

Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date: October 7, 2022

INSTRUCTIONS:

1. Check status of project under each major heading.
2. Enter dates as requested for each major heading.
3. Enter points as suggested by each applicable response.
4. Total points received in the TOTAL POINTS line on the last page. **The minimum score to be eligible to request an extension is seven points.**

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM (CAT EX)

_____ Reviewed by State Aid If checked enter 4. _____
Date of approval _____

_____ Completed/Approved If checked enter 5. _____
Date of approval _____

_____ EA
_____ Completed/Approved If checked enter 2. _____
Date of approval _____

EITHER

CAT EX Not Complete
Anticipated Date of Completion Jan 31, 2023
If prior to January 31 of the program year, enter 1. 1

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

_____ Completed
Date of Hearing _____ If checked enter 2. _____

Not Complete
Anticipated Date of Completion Jan 15, 2023
If prior to February 28 of the program year, enter 1. 1

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

_____ Completed/FONSI Approved If checked enter 2. _____
Date of approval _____

_____ Not Complete
Anticipated Date of Completion _____
If prior to March 31 of the program year, enter 1. _____

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved TH Design Memo If checked enter 1. 1
Date of Approval _____

Not Complete State Aid Report
Anticipated Date of Completion Dec 31, 2022

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

_____ Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (60% approved by District State Aid as to SA Standards but not signed)
Date Sept 2022 If checked enter 2. 2
_____ Not Complete
Anticipated Date of Completion _____
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

_____ Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion March 2023
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. 2
Date _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

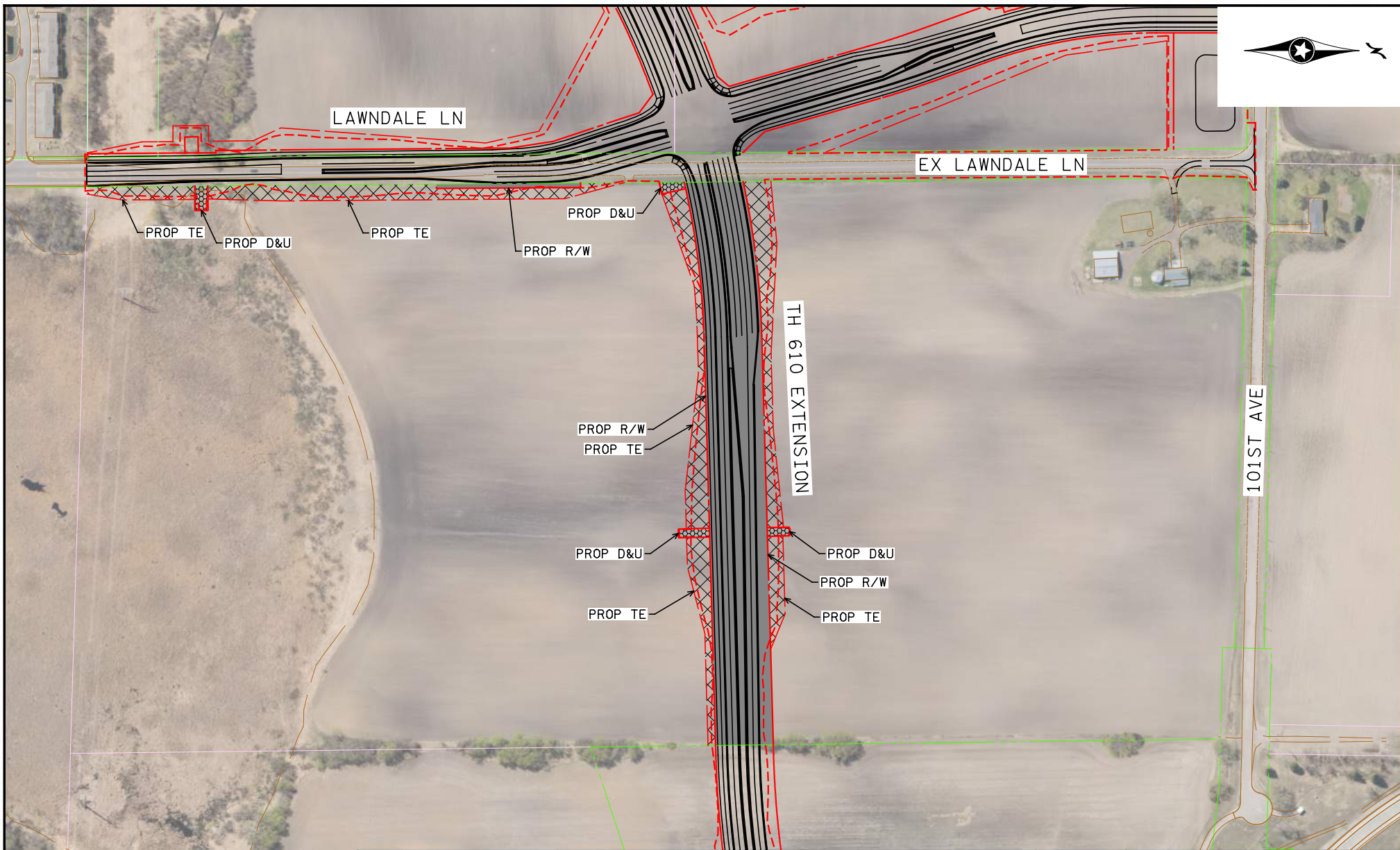
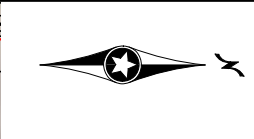
Anticipated Letting Date July / Aug 2023.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 8



ATTACHMENT 2

RIGHT OF WAY PARCEL EXHIBITS

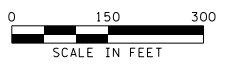


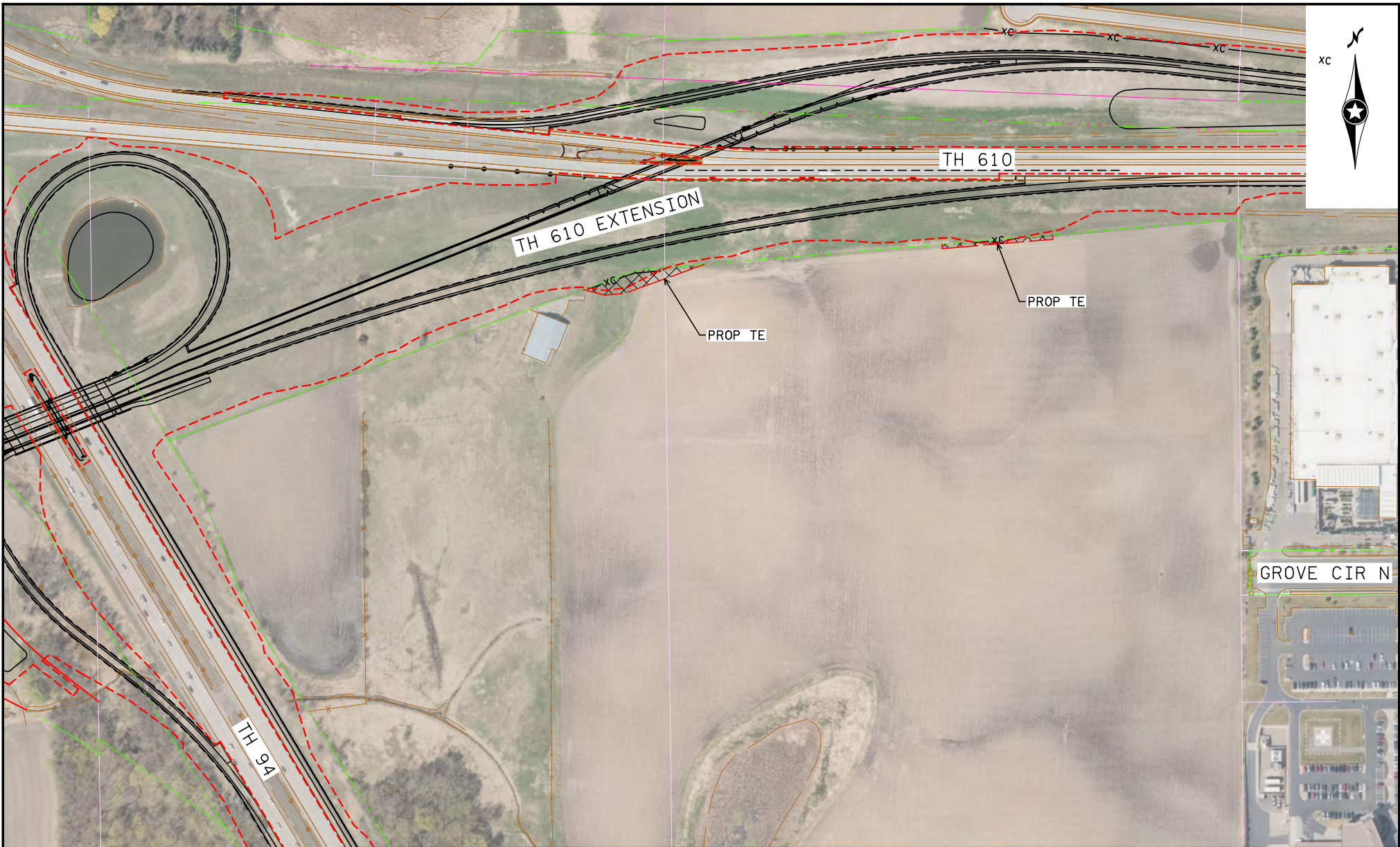
PID		ADDRESS				PARCEL LINE EXISTING R/W EXISTING PE PROPOSED R/W TEMP EASE PROPOSED D&U PROPOSED PE CONST LIMITS
0811922220001		17425 101ST AVE N				
 SCALE IN FEET	EXISTING PARCEL AREA	PE	D&U	TE	R/W (FEE)	
	76.08 AC		5214 SF	103917 SF	168629 SF	
TH 610 EXTENSION PROJECT MAPLE GROVE, MN						DATE
CITY OF MAPLE GROVE			CLIENT NUMBER			3/24/2022
						PARCEL
						1



10:46:28 PM
 3/24/2022
 H:\Projects\12000\12510\Design\Graphics\Right of Way\12510_gr02B.dgn

PID		ADDRESS				PARCEL LINE	
		EXISTING PARCEL AREA	PE	D&U	TE	R/W (FEE)	EXISTING R/W
		121.68 AC		151190	342928	569316	EXISTING PE
		TH 610 EXTENSION PROJECT MAPLE GROVE, MN				SRF	PROPOSED R/W
		CITY OF MAPLE GROVE		CLIENT NUMBER			PROPOSED TE
							TEMP EASE
							PROPOSED D&U
							PROPOSED PE
							CONST LIMITS
						DATE	PARCEL
						3/24/2022	2





PID		ADDRESS				PARCEL LINE EXISTING R/W EXISTING PE PROPOSED R/W TEMP EASE PROPOSED D&U PROPOSED PE CONST LIMITS	
0811922120002		N/A					
 SCALE IN FEET	EXISTING PARCEL AREA	PE	D&U	TE	R/W (FEE)		
	65.7 AC				9257 SF		
TH 610 EXTENSION PROJECT MAPLE GROVE, MN						DATE	PARCEL
CITY OF MAPLE GROVE			CLIENT NUMBER			3/24/2022	6

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	Marystown 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	\$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	\$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
<hr/>			
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.

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.

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.

Action Transmittal

Transportation Advisory Board



Meeting Date: November 2, 2022

Date: October 26, 2022

Action Transmittal: 2022-46

2022 Carbon Reduction Program Funding Distribution

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Steve Peterson, Manager of Highway Planning and TAB/TAC Process

Requested Action

TAB requests that the technical committees forward technical feedback on the Carbon Reduction Program funding options for TAB's consideration in its selection of a final Carbon Reduction program of projects.

Recommended Motion

That TAC forward to TAB technical feedback on the Carbon Reduction Program funding options.

Summary

Carbon Reduction Program options (shown in green on the attached tables) were created for TAB's consideration for each of the three funding scenario options:

- A. Midpoint + Extra to Bike/Ped;
- B1. Bicycle/Pedestrian-Heavy Option+ Extra to Roadway; and
- B2. Bicycle/Pedestrian-Heavy + Extra to Bike/Ped.

Technical committees are asked to provide technical feedback for TAB's consideration about each Carbon Reduction funding option.

Background and Purpose

The new federal Carbon Reduction Program is designed to fund projects that reduce transportation emissions, defined as carbon dioxide, from on-road highway sources. There is a wide array of federally eligible project types including most transit, bike, pedestrian, carpooling, congestion pricing projects, vehicles/modes that lower emissions (EVs), and approaches that lower construction emissions.

TAB requested, and the Council Transportation Committee recommended allocating the 2023 and 2024 Carbon Reduction funds (\$16M total) as part of the 2022 Regional Solicitation cycle. The direction received from the Council's Transportation Committee and TAB was to put this funding towards the Bicycle and Pedestrian Facilities modal category given that these projects are eligible for the funding and also the high number of applications submitted. The Transit modal category projects are also eligible, however, almost all submitted transit applications are already funded through the base Regional Solicitation funding options. Roadway modal

category projects are largely ineligible for the Carbon Reduction funding, except for Traffic Management Technologies.

Allocation of Carbon Reduction funds for 2025 and beyond will be discussed in 2023 pending completion of MnDOT’s required Carbon Reduction Strategy and input from Council climate related planning studies. This planning work will help determine the best use of these new federal funds. In action item 2022-45, three options for spending STP, CMAQ, and On-System Bridge funding are shown, inclusive of potential Carbon Reduction Program distribution.

Relationship to Regional Policy

The Infrastructure Investment and Jobs Action (IIJA) created the Carbon Reduction Program, which is meant to fund projects that help reduce carbon output. That has provided the Council with \$8M per year for fiscal years 2023-2027. Given the limited time to develop a new allocation process focused on carbon reduction and the need to spend 2023 and 2024 funds, the Council and TAB advised that the funds be awarded to bicycle and pedestrian projects submitted to the Regional Solicitation. How to distribute 2025-2027 funds will be discussed and addressed in 2023 by the TAB and Council, pending completion of MnDOT’s required Carbon Reduction Strategy and climate related planning studies.

Committee Comments and Action

At its October 19, 2022, meeting, the TAB indicated a general preference for using the Carbon Reduction funds on smaller projects (i.e., Pedestrian Facilities and Safe Routes to School) to spread the funding around to different applicants and to recognize the pedestrian safety issues in the region. Staff narrowed down the options for Carbon Reduction based on this feedback.

At its October 20, 2022, meeting, the TAC Funding & Programming Committee voted unanimously to forward technical feedback on the Carbon Reduction Program funding options.

Discussion included that along with bike and pedestrian projects, Carbon Reduction Program funding can be used on transit and roadway (mostly traffic management technologies) projects. Because the Carbon Reduction Program funds are for fiscal years 2023 and 2024, the projects able to receive the funding are limited. Some members expressed a desire to use some of the funding on larger projects in multiuse trails, especially if it could aid in geographic balance.

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



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	(\$70,468)	(\$353,326)	\$825,431
Carbon Reduction Project Total	\$15,287,654	\$15,587,654	\$17,139,654
Carbon Reduction Available	\$16,269,000	\$16,269,000	\$16,269,000
Total Yet to Program	\$910,878	\$328,021	(\$45,223)

Action Transmittal

Transportation Advisory Board



Meeting Date: November 2, 2022

Date: October 26, 2022

Action Transmittal: 2022-47

2022 Highway Safety Improvement Program Project Selection

To: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Senior Planner, phone 651-602-1705
Steve Peterson, Manager. of Highway Planning and TAB/TAC Process

Requested Action

MnDOT requests approval of the attached 38 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation.

Recommended Motion

That the Technical Advisory Committee recommend to TAB approval of the attached 38 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion of all Urbanized Area projects in the draft 2024-2027 TIP.

Summary

MnDOT conducts a semi-annual Highway Safety Improvement Program (HSIP) solicitation that coincides with the Council's Regional Solicitation.

Background and Purpose

The Highway Safety Improvement Program (HSIP) is a core federal funding program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. To obligate HSIP funds, the state must develop, implement, and update a Strategic Highway Safety Plan and produce a program of projects.

MnDOT shares these federal funds with local governments to improve and protect the transportation system beyond the state's trunk highway system. MnDOT conducts the solicitation, and the proposed projects are evaluated by a team of transportation professionals.

With guidance and recommendation from its technical committees, the TAB's role is to approve the solicitation criteria and select projects to be awarded HSIP funds. MnDOT conducted a solicitation for both "proactive" and "reactive" projects to be funded primarily in 2026 and 2027, though the recent influx of funding from the Infrastructure Investment and Jobs Act (IIJA) helps increase the overall available funding, including roughly \$17.4M in 2024 and 2025. The overall funding available is about \$62.8M, roughly double that of the 2020 HSIP solicitation. The attached projects (not including two projects located in Chisago County), if approved, will be included in the 2024-2027 TIP to be released for public comment in May 2023.

Scores and rankings are shown in the attachment. On each of the two lists of funded projects (Proactive and Reactive) is a dark line indicating the likely funding line had the pre-IIJA funding amount been available. This indicates that 19 projects (11 proactive and eight reactive) would have been funded with previously assumed funding availability.

Relationship to Regional Policy

Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. Each project is consistent with the Transportation Policy Plan. Public input opportunity will occur when the TIP is out for public review. The region’s Transportation Policy Plan includes transportation safety policies and strategies. The projects selected through the HSIP solicitation are consistent with that plan.

Staff Analysis

Staff recommends approval of the attached 38 projects for funding through the HSIP solicitation and inclusion of all Urbanized Area projects in the draft 2024-2027 TIP. HSIP funds are awarded by MnDOT district. MnDOT’s Metro District includes Chisago County, along with the seven-county metro area. Two projects selected through this process, P11 and P12, are located in Chisago County, bringing the total HSIP projects awarded funding to 40. Due to the location of these projects, they do not need MPO approval as part of this action item and will not be included in region’s TIP.

Committee Comments and Action

At its October 20, 2022, meeting, the TAC Funding & Programming Committee unanimously recommend to TAB approval of 38 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion of all Urbanized Area projects in the draft 2024-2027 TIP.

Concern was expressed that nine MnDOT-sponsored projects are selected for funding while some local projects are not funded, while MnDOT has its own HSIP allotment. It was pointed out that most states do not give any of the HSIP solicitation funding to local agencies. One member also asked that more guidance be provided in the application as to how the funding will be split between reactive and proactive application categories.

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 & Adopt	November 16, 2022

2026 / 2027 HSIP Projects (Proactive)

10/10/2022

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	POINTS						TOTAL POINTS (1,000)	Project #
						2024 HSIP \$ Awarded	2025 HSIP \$ Awarded	2026 HSIP \$ Awarded	2027 HSIP \$ Awarded			Connection to SHSP (100)	Cost per exposure (300)	Correctable F and A Crashes (100)	Crash Modification Factor (200)	Part of a Plan (200)	Ped and Bike Safety (100)		
P19	Minneapolis	Bloomington Ave Minnehaha Pkwy	at 36th Ave & 36th Ave at Bloomington Ave & 28th Ave	Traffic signal replacement; signal visibility, APS, Ped improvements; ADA ramp upgrades, curb extensions or ped medians	\$1,980,000			\$1,980,000		\$220,000	\$2,200,000	80	300	0	154	100	90	724	P19
P14	Hennepin County	CSAH 17 (France Ave)	at various intersections between 62nd and 44th Streets	Curb extensions; ADA; roadway modifications; and/or signal revisions	\$2,000,000			\$2,000,000		\$650,000	\$2,650,000	100	150	14	146	200	100	710	P14
P13	Hennepin County	CSAH 3 CSAH 43	from Knox Ave to Emerson Ave	Curb extensions; ADA; roadway modifications; and/or signal revisions	\$2,000,000	\$2,000,000				\$1,020,000	\$2,020,000	100	79	50	146	200	100	675	P13
P7	Carver County	County wide 1	County wide	Install enhanced pavement marking safety improvements	\$810,000	\$810,000				\$90,000	\$900,000	100	300	64	98	100	0	662	P7
P25	MnDOT	TH 7	from TH 41 to CR 19 (Oak St) in Shorewood and from I-494 to Shady Oak Rd	Install cable median barrier	\$990,000				\$990,000	\$110,000	\$1,100,000	65	250	14	200	100	0	629	P25
P15	Hennepin County	CSAH 102 (Douglas Dr)	at various intersections between CSAH 70 and 51st Pl. in Crystal	Curb extensions; medians; sidewalk; storm water, roadway, signals, ADA	\$2,000,000			\$2,000,000		\$1,420,000	\$3,420,000	100	95	10	117	200	95	617	P15
P16	Hennepin County	CSAH 152 (Brooklyn Blvd)	at Welcome Ave in Brooklyn Park	Curb extensions; ADA, roadway modifications, signal, lighting	\$1,872,000			\$1,872,000		\$208,000	\$2,080,000	50	132	37	100	200	95	614	P16
P21	Ramsey County	CSAH C (CSAH 23)	from Lexington Av to Little Canada Road in Roseville	Road diet, 4 to 3 lane conversion; signal and ped enhancements	\$2,000,000		\$2,000,000			\$1,000,000	\$3,000,000	80	84	10	156	200	70	600	P21
P8	Carver County	County wide 2	County wide	Rural intersection lighting	\$450,000		\$450,000			\$50,000	\$500,000	100	128	100	144	100	10	582	P8
P17	Hennepin County	CSAH 33 (Park Ave) CSAH 35 (Portland Ave)	from 42nd St to 38th St in Minneapolis	Bikeway enhancements, curb, traffic calming, stormsewer, signals, ADA	\$2,000,000			\$2,000,000		\$1,030,000	\$3,030,000	90	54	5	117	200	100	566	P17
P4	Anoka County	CSAH 23 (Lake Drive)	at CSAH 62 (Kettle River Blvd)	Construct roundabout; close two street connections; construct turn lanes	\$2,000,000			\$2,000,000		\$500,000	\$2,500,000	75	71	5	148	200	45	544	P4
P3	Anoka County	CSAH 6 (Mississippi St)	at CSAH 35 (Central Ave)	Mini-Roundabout	\$1,170,000	\$1,170,000				\$130,000	\$1,300,000	40	108	0	150	200	42	540	P3
P12	Chisago County	CSAH 19	at CSAH 24	Roundabout	\$1,000,000	\$1,000,000				\$1,400,000	\$2,400,000	50	29	10	148	200	45	482	P12
P20	Minneapolis	E Line BRT Route	Upton Av at 43rd St Xerxes Av at 44th St Vincent Av at 44th St Richfield Road at 36th St	Traffic signal replacement; signal visibility, APS, Ped improvements; ADA ramp upgrades, curb extensions	\$1,980,000	\$1,980,000				\$220,000	\$2,200,000	55	74	0	154	100	97	480	P20
P11	Chisago County	CSAH 14	at Hemingway Ave	Roundabout	\$1,000,000			\$1,000,000		\$1,200,000	\$2,200,000	25	49	5	150	200	45	474	P11
P22	Washington County	CSAH 18 (Bailey Rd)	at Settlers Ridge Parkway / Cottage Grove Drive	Roundabout	\$2,000,000			\$2,000,000		\$1,683,000	\$3,683,000	25	43	5	150	200	45	468	P22
P6	Carver County	CSAH 40	Between CSAH 50 and CSAH 52	Shoulder widening; safety edge; curve realignment; curve warning system; enhanced signing and pavement markings	\$2,000,000			\$2,000,000		\$2,910,400	\$4,910,400	90	20	0	138	200	10	458	P6
P18	Minneapolis	26th Street 28th Street	5 intersections on 26th St 6 intersections on 28th St	Unsignalized safety improvements; ADA ramp upgrades, curb extensions and/or ped medians, bike buffer medians	\$1,350,000		\$1,350,000			\$150,000	\$1,500,000	75	65	14	94	100	100	448	P18
P23	Woodbury	Lake Road	from Blue Ridge Drive to Cherry Lane in Woodbury	4 to 3 lane conversion (2.3 miles) ADA, Ped bump outs	\$2,000,000		\$2,000,000			\$1,000,000	\$3,000,000	55	104	5	98	100	70	432	P23
P2	Anoka County	CSAH 6 (Mississippi St)	at 7th Street	Mini-Roundabout	\$1,080,000		\$1,080,000			\$120,000	\$1,200,000	40	90	0	150	100	42	422	P2
P1	Andover	Nightingale St	at Veterans Memorial Blvd	Roundabout	\$1,035,000			\$1,035,000		\$115,000	\$1,150,000	15	115	0	150	100	39	419	P1

2026 / 2027 HSIP Projects (Proactive)

10/10/2022

The projects down to red line are FUNDED:

HSIP FUNDING

POINTS

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	POINTS						TOTAL POINTS (1,000)	Project #
						2024 HSIP \$ Awarded	2025 HSIP \$ Awarded	2026 HSIP \$ Awarded	2027 HSIP \$ Awarded			Connection to SHSP (100)	Cost per exposure (300)	Correctable F and A Crashes (100)	Crash Modification Factor (200)	Part of a Plan (200)	Ped and Bike Safety (100)		
P24	Woodbury	Woodlane Drive	from Valley Creek Road to Lake Road in Woodbury	4 to 3 lane conversion (1.5 miles) Pavement pres, ADA, Ped bump outs	\$1,000,000			\$1,000,000		\$2,000,000	\$3,000,000	50	69	5	98	100	70	392	P24
P28	MnDOT	TH 95	at CSAH 18 (Bailey Rd / 40th St) in Afton / Woodbury	Roundabout	\$2,000,000			\$2,000,000		\$1,084,640	\$3,084,640	25	76	0	148	100	40	389	P28
						\$6,960,000	\$6,880,000	\$11,015,000	\$10,862,000										

The projects below are NOT funded:

P27	MnDOT	TH 95	at CSAH 22 (70th St) in Cottage Grove / Denmark Twp	Roundabout	\$2,000,000					\$1,084,640	\$3,084,640	40	38	14	148	100	45	385	P27			
P26	MnDOT	TH 95	at TH 243 in Shafer / Franconia Twp	Roundabout	\$2,000,000					\$1,616,367	\$3,616,367	25	42	0	148	100	45	360	P26			
P9	Carver County	CSAH 11 (Jonathan Carver Pkwy)	at CSAH 44 (Big Woods Blvd)	Roundabout	\$2,000,000					\$2,473,750	\$4,473,750	25	27	0	148	100	45	345	P9			
P5	Anoka County	CSAH 23 (Lake Drive)	at Elm Street	Roundabout	\$1,890,000	This project switched out for project R32.				\$210,000	\$2,100,000	25	124	0	100	200	34	483	P5			
P10	Carver County	TH 5	at CSAH 11 west junction	Roundabout	\$2,000,000	This project funded through Met Council and TAB's Regional Solicitation				\$1,000,000	\$3,000,000	25	69	5	148	200	45	492	P10			
						\$45,607,000					\$24,695,797	\$69,302,797										

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

2026 / 2027 HSIP Projects (Reactive)

10/10/2022

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	POINTS				TOTAL POINTS (1,000)	Project #
						2024 HSIP \$ Awarded	2025 HSIP \$ Awarded	2026 HSIP \$ Awarded	2027 HSIP \$ Awarded			B / C Points (600)	Meets Intent of HSIP Program Points (200)	Correctable F and A crashes Points (100)	Ped and Bike Safety Points (100)		
R14	Dakota County	CSAH 86 (280th Street)	at TH 56	Roundabout	\$1,718,640			\$1,718,640		\$190,960	\$1,909,600	600	176	34	40	850	R14
R28	MnDOT	I-494	from Minnesota River bridge to TH 3	Install continuous lighting	\$1,890,000			\$1,890,000		\$210,000	\$2,100,000	422	160	100	15	697	R28
R12	Columbia Heights	TH 65	from 43rd Ave to 47th Ave	Continuous street lighting, improved sidewalk, ADA curb ramps, crosswalk markings	\$2,000,000		\$2,000,000			\$790,200	\$2,790,200	330	160	50	100	640	R12
R23	Ramsey County	University Ave (CSAH 34)	at Curfew St, LaSalle St, Lynnhurst Ave, Oxford St, Milton St, Avon St, & Farrington St	Install RRFB's at 7 locations (two crossings at each location)	\$882,000	\$882,000				\$98,000	\$980,000	116	184	67	100	467	R23
R22	Ramsey County	Dale Street	from Grand Ave to Iglehart Ave in St. Paul	4 to 3 lane conversion	\$900,000			\$900,000		\$100,000	\$1,000,000	212	152	17	70	451	R22
R31	MnDOT	TH 55	at 46th Street	Ped refuge, bumpouts, smart channels for bikes?	\$900,000			\$900,000		\$100,000	\$1,000,000	94	176	34	100	404	R31
R13	Dakota County	CSAH 86 (280th Street)	at TH 3	Roundabout	\$1,856,440			\$1,856,440		\$206,271	\$2,062,711	121	168	50	40	379	R13
R30	MnDOT	TH 65	from 1st St to 2nd St in Minneapolis	Construct bump outs and protected bikeway at intersections	\$1,350,000			\$1,350,000		\$150,000	\$1,500,000	60	176	34	100	370	R30
R29	MnDOT	TH 61	at 120th St and 122nd St from TH 95 to TH 10	Construct 2 RCI's Construct multi-use path	\$2,000,000			\$2,000,000		\$225,000	\$2,225,000	82	176	34	50	342	R29
R32	Anoka County	CSAH 7	at CR 158	Roundabout	\$1,620,000			\$1,620,000		\$180,000	\$1,800,000	110	152	34	45	341	R32
R25	MnDOT	TH 5	from Minnehaha Av to Stillwater Rd	4 to 3 lane conversion add ped facilities and intersection lighting	\$540,000			\$540,000		\$60,000	\$600,000	60	152	25	75	312	R25
R9	Carver County	CSAH 11 (Victoria Drive)	at CSAH 14 (Pioneer Trail / Marsh Lake Road)	Roundabout	\$2,000,000			\$2,000,000		\$648,600	\$2,648,600	73	152	17	45	287	R9
R27	MnDOT	TH 55	at CSAH 42 east jct	Roundabout	\$2,000,000			\$2,000,000		\$200,000	\$2,200,000	58	160	17	50	285	R27
R26	MnDOT	TH 212	from west jct TH 5 to east jct TH 5	Construct 4 RCI's Install cable median barrier	\$2,000,000			\$2,000,000		\$352,000	\$2,352,000	84	160	34	0	278	R26
R15	Hennepin County	CSAH 22 (Lyndale Ave)	from 31st St to CSAH 3 (Lake St) in Minneapolis	Sidewalk, landscaping, curb, stormsewer, curb extensions, medians, signals	\$2,000,000			\$2,000,000		\$550,000	\$2,550,000	15	136	42	70	263	R15
R5	Anoka County	CSAH 18 (Crosstown Blvd)	at CSAH 20 (161st Ave) / CR 60 (Constance Blvd)	Roundabout	\$1,440,000			\$1,440,000		\$160,000	\$1,600,000	60	144	9	45	258	R5
R17	Little Canada	Little Canada Road	at CR C / Lake Shore Ave from CR C to Country Drive	Roundabout Road Diet	\$2,000,000			\$2,000,000		\$300,000	\$2,300,000	27	152	9	70	258	R17
						\$882,000	\$2,000,000	\$10,815,080	\$13,400,000								

The projects below are NOT funded:

R21	Minneapolis	Portland Ave Park Ave	at 26th St & 28th St at 26th St & 28th St	Signal replacement, improved visibility, APS, ADA ramp upgrades, curb extensions or ped medians	\$1,620,000					\$180,000	\$1,800,000	60	120	25	50	255	R21
R20	Minneapolis	42nd Street	at Portland Ave at Park Ave	Signal replacement, improved visibility, APS, ADA ramp upgrades, curb extensions or ped medians	\$900,000					\$100,000	\$1,000,000	65	120	17	50	252	R20
R19	Minneapolis	26th Street 28th Street	at Blaisdell Av, Nicollet Av, 3rd Av at Nicollet Av	Signal replacement, improved visibility, APS, ADA ramp upgrades, curb extensions or ped medians	\$1,800,000					\$200,000	\$2,000,000	39	112	50	50	251	R19
R4	Anoka County	CSAH 14 (125th Av / Main St)	at CR 53 (Sunset Road)	Roundabout	\$1,440,000					\$160,000	\$1,600,000	35	136	17	45	233	R4

2026 / 2027 HSIP Projects (Reactive)

10/10/2022

The projects below are NOT funded:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	POINTS				TOTAL POINTS (1,000)	Project #
						2024 HSIP \$ Awarded	2025 HSIP \$ Awarded	2026 HSIP \$ Awarded	2027 HSIP \$ Awarded			B / C Points (600)	Meets Intent of HSIP Program Points (200)	Correctable F and A crashes Points (100)	Ped and Bike Safety Points (100)		
R7	Anoka County	CSAH 51 (University Ave)	at Egret Blvd	Reconstruct / upgrade traffic signal	\$540,000					\$60,000	\$600,000	64	88	0	70	222	R7
R11	Carver County	CSAH 40	at TH 25	Roundabout	\$2,000,000					\$751,400	\$2,751,400	31	136	9	45	221	R11
R18	Minneapolis	Bloomington Ave	at 26th Street at 28th Street	Signal replacement, improved visibility, APS, ADA ramp upgrades, curb extensions or ped medians	\$900,000					\$100,000	\$1,000,000	45	96	25	50	216	R18
R3	Anoka County	CSAH 1 (Coon Rapids Blvd)	at Pheasant Ridge Drive	Reconstruct / upgrade traffic signal	\$540,000					\$60,000	\$600,000	70	88	9	45	212	R3
R6	Anoka County	CSAH 22 (Viking Blvd)	at CR 66 (Cleary Road) in Nowthen	Roundabout	\$1,440,000					\$160,000	\$1,600,000	38	112	9	45	204	R6
R2	Anoka County	CSAH 1 (East River Rd)	at CR 132 (85th Ave)	Reconstruct / upgrade traffic signal	\$450,000					\$50,000	\$500,000	88	56	9	45	198	R2
R8	Bloomington	East Shakopee Road	at Old Cedar Ave	Turn lanes and signal rebuild	\$2,000,000					\$606,270	\$2,606,270	14	104	0	67	185	R8
R16	Hennepin County	CSAH 136 (Silver Lake Road)	at 29th Ave in St. Anthony	Roundabout (if feasible) ADA, Lighting	\$1,161,000					\$129,000	\$1,290,000	19	104	9	45	177	R16
R1	Andover	CSAH 18 (Crosstown Blvd)	at Crosstown Drive / 139th Ave	Roundabout	\$1,291,500					\$143,500	\$1,435,000	13	104	0	40	157	R1
R10	Carver County	CSAH 52	at CSAH 33 (Sibley County CSAH 5)	Intersection realignment and street light install	\$1,082,489					\$120,276	\$1,202,765	46	80	9	15	150	R10
R24	Shakopee	Marystown Road	from Vierling Dr to TH 169	Construct 3 roundabouts Construct bike/ped shared use path over TH 169	\$2,000,000	This project funded through Met Council and TAB's Regional Solicitation				\$2,653,965	\$4,653,965	40	144	25	70	279	R24
					\$46,262,069					\$9,995,442	\$56,257,511						

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

Solberg suggested that Barbeau present all three TIP amendments and that a motion be made to recommend approval of all three.

1. [2022-40: Streamlined 2023-2026 TIP Amendment: Minnesota River Greenway](#) (Joe Barbeau, MTS)

Barbeau said that this request is to add local work to the Regional Solicitation project. The added work is a bridge a third- to half-mile away from the project and is being added to be a part of the same contract. All funding for the additional scope is local.

2. [2022-41: Streamlined 2023-2026 TIP Amendment: SouthWest Transit Electric Buses and Charging Station](#) (Joe Barbeau, MTS)

Barbeau said that 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. The delay is because the project is part of a new program and it took longer than expected to determine eligible costs and that Metro Transit will administer the funds.

Solberg asked Fyten to provide an explanation for what caused the delay. Fyten replied that it was determined to have the funds flow through Metropolitan Council rather than MnDOT and that, along with discussion of eligible costs and re-scoping of the grant, caused the delay.

3. [2022-36: Streamlined 2023-2026 TIP Amendment: Electric Bus Purchase](#) (Joe Barbeau, MTS)

Barbeau said that this request involves the purchase of eight electric buses awarded the Federal Transit Administration's Low- or No-Emissions Vehicle Program. This project was added to the 2022-2025 TIP but FTA informed the sponsor that it would be unable to award funding prior to approval of the 2023-2026 TIP and it therefore needs to be added to that TIP.

It was moved by Keel and seconded by Isaacson recommend adoption of the TIP amendment requests in action transmittals 2022-40, 2022-41, and 2022-42. **Motion carried** unanimously.

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

Mareck reported that the TAC Planning meeting was cancelled in September and will also be cancelled in October. He provided an update on the TPP Technical Working Group meeting that occurred in September. He and vice chair Angie Stenson discussed A-minor arterial performance measure data for 2023 with staff. Robjent suggested that a project be included in the UPWP if there is funding available. Peterson said that the project would need to be scoped.

Funding & Programming (Paul Oehme, Vice Chair)

Oehme chaired the September Funding & Programming Committee meeting. He reported that an additional Regional Solicitation scoring challenge was brought to the committee, which declined to make a scoring change.

Information

1. Highway Safety Improvement Program (Kaare Festvog, MnDOT)

Festvog summarized the currently ranked Highway Safety Improvement Program (HSIP) applications. The draft includes some changes from when it was presented to the Funding & Programming Committee. Three projects were not scored on time and at least one is likely to be funded. Additional IIJA funding has led to significantly more projects being funded than in previous years. The list will hopefully be finalized prior to the next meeting.

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

Peterson summarized the two proposed Regional Solicitation funding scenarios, each of which is paired with two potential scenarios for how to spend the Carbon Reduction Program funds. He

said that individual projects will not be funded by both HSIP and Solicitation funds; that with the new On-System Bridge program, all bridge applications are shown as funded; and that staff is seeking clarity on whether to waive the rule only allowing \$32M on BRT projects. Carbon Reduction funds are included for 2023 and 2024 because of how immediate those funds are. How to distribute 2025 to 2027 funds can be discussed later. He also discussed the possibility that some Unique Projects money could be used to fund capital projects. He added that TAB is interested in receiving a list of pros and cons about each scenario from the technical committees.

Isaacson asked whether staff will make a Unique Projects recommendation. Peterson replied that it will not; though it provided technical comments to the scoring group. Koutsoukos added that that group meets soon.

Leitner provided suggestions for clarifying the colors used in the table. She asked whether the question of removing the bus rapid transit (BRT) maximum is because of the additional funds, to which Peterson replied in the affirmative. Leitner asked why the scenarios show funding all travel demand management (TDM) projects. Peterson replied that the first five projects are within the standard TDM award amount and the other two would be funded from the extra transit money.

McCullough stated that some projects shown as funded have significantly lower scores than projects in other categories shown as funded. He asked why an additional Roadway Reconstruction/Modernization project is shown in the Bicycle/Pedestrian-Heavy Scenario versus the Midpoint Scenario. Peterson said that the latter has two fewer Strategic Capacity projects, and the intent was to show a different tact within roadways in the two scenarios.

Koutsoukos summarized comments provided by TAB. TAB provided no recommendation on distribution within modes. TAB recommended that there not be a separate solicitation for the Carbon Reduction program. Members suggested that materials indicate any projects that are slated to receive federal earmarks, expressed concern with funding lower-rated projects, expressed the preference to not spend money on partially funded projects from the last Regional Solicitation, and preferred not to fund any projects with funds from both HSIP and the Regional Solicitation. A workshop summarizing the scoring process is scheduled at the request of a member. Solberg added that TAB had a lot of comments but provided no direction.

McCullough asked whether the committee should narrow options down for TAB. Solberg said that TAB wants a list of pros and cons for each option.

Robjant stated that midpoints were shifted towards transit in the last cycle and given the amount of money available for transit, perhaps the midpoints could be shifted back. He said that there is no roadway-heavy scenario, reminding members that roadway projects include bicycle and pedestrian elements. He added that the Midpoint Scenario with Carbon Reduction Option 2 funds the Midpoint and the Bicycle/Pedestrian-heavy scenarios and that urban trails are scoring significantly better than non-urban trails.

Leitner said that the two lowest-ranked Transit Modernization projects are in the same city so it may be worth discussing with people from that area whether they are favorable to the proposed scenario that does not break the BRT maximum funding rule. She then asked how “carbon reduction” is defined, to which Peterson replied that the definition is federal and eligibility is similar to CMAQ eligibility, minus roadway projects like traffic management technologies. Finally, Leitner said that just because a project is ranked at the bottom of the scoring category does not mean it is a bad project, as evidenced by a lower-ranked project in Safe Routes to School that scored 63% of the top-ranked project, as opposed to a lot lower of a proportion in other categories.

Fyten asked how lifting the BRT rule would impact the transit categories. Peterson replied that in the Midpoint Scenario the Apple Valley BRT project would have likely been funded at the expense of the Southwest Transit project while in the Bicycle/Pedestrian-Heavy Scenario the MVTA project likely would not have been funded. Fyten said that care should be taken in comparing scores from category-to-category because there are several variables between categories. Koutsoukos said that TAB members expressed concern with lifting the BRT rule because one applicant said it chose not to apply in a transit category because of the rule.



Eyoh asked for clarification on whether the first two years of the Carbon Reduction program is included, while the subsequent three years will be decided later. Peterson replied that this is the case, and the first two years are included due to time constraints. Eyoh said he can provide a list of eligible projects.

Several members suggested retaining the BRT rule; Solberg suggested that the rule could be amended to accommodate scenarios with more funding. Solberg asked what will become of the funding if this decision results in \$2M to \$3M left over. Leitner suggested that it could break the tie shown in the Multiuse Trails and Bicycle Facilities category. Peterson said that the project could be funded by piecing together transit money and extra Unique Projects money.

Isaacson asked how much overprogramming is shown. Peterson replied that it is just under 11% and that MnDOT is not likely to support a lot more. Isaacson said that more projects may drop than expected, as delivering projects is becoming more difficult. Solberg added that the workforce is not stable in the transportation industry.

Robjent suggested that federal funding exchanges should be discussed again.

Several members suggested a preference for moving any non-BRT money to bicycle and pedestrian projects for climate reasons. Robjent added traffic management technologies fits with that objective.

Peterson asked for pros and cons of the scenarios to provide to TAB. Robjent said that a pro for the Midpoint Scenario with Carbon Reduction option #2 is that it funds the full original Bicycle/Pedestrian-Heavy and Midpoint scenarios. Solberg said that the Bicycle/Pedestrian-Heavy Scenario is good for safety because it serves the most vulnerable users. Ellos expressed agreement and added that that in the Multiuse Trails category, some of the projects just below the funding line are resubmittals or equity bonus projects.

McCullough said it makes sense to fund the Scott County bicycle project, which is tied with a Three Rivers Park District project because the former is a resubmittal and Scott County does not have any other projects funded, while Three Rivers Park District has three projects shown as funded.

Hager said expressed support for the Bicycle/Pedestrian-Heavy Scenario and added that Safe Routes to School projects are low-cost and high benefit. Isaacson expressed agreement.

Solberg said that the Bicycle/Pedestrian-Heavy Scenario provision of an extra roadway reconstruction/modernization project is a pro.

Solberg asked that applicants provide pros and cons to Council staff within a week.

Other Business

Eyoh said the MPCA launched the Minnesota Action Framework on September 16. The framework has goals to reduce greenhouse gas emissions by 50% by 2030 and achieve net-zero emissions by 2050. He said that a grant opportunity for small communities to improve stormwater resilience and reduce flood risk is available. He said that MPCA has a job open for a climate and energy coordinator in its climate unit.

Adjournment

The meeting adjourned.

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