

# Agenda

## TAB Technical Advisory Committee



**Meeting date:** July 3, 2024

**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](mailto: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](mailto:public.info@metc.state.mn.us).

### Call to Order

- Approval of the Agenda (Agenda is approved without vote unless amended)
- Approval of June 5, 2024, TAB Technical Advisory Committee Minutes

### Public Comment on Committee Business

### TAB Report

### Committee Reports and Business

#### *Executive Committee (Jeni Hager, Chair)*

1. 2024-33: Streamlined 2024-2027 TIP Amendment Request – MnDOT's MN 121 and CSAH 22 Improvements Project (Robbie King, MTS) – roll call
2. 2024-34: Streamlined 2024-2027 TIP Amendment Request – I-94 Bridge over Wright County Road 19 (Joe Barbeau, MTS) – roll call

#### *Planning Committee (Gina Mitteco, Chair)*

1. 2024-30: Release of the Draft 2050 Transportation Policy Plan for Public Comment (Cole Hiniker, MTS Planning) – roll call

#### *Funding & Programming Committee (Michael Thompson, Chair)*

1. 2024-32: Highway Safety Improvement Program (HSIP) Project Selection (Kaare Festvog, MnDOT and Bethany Brandt-Sargent, MTS) – roll call
2. 2024-31: Regional Solicitation Project Selection (Steve Peterson, MTS) – roll call

### Information

None

### Other Business

### Adjournment

### Council Contact:

Joe Barbeau, Planning Analyst  
[Joseph.Barbeau@metc.state.mn.us](mailto:Joseph.Barbeau@metc.state.mn.us) 651-602-1705

# Minutes

TAB Technical Advisory Committee



**Meeting Date:** June 5, 2024

**Time:** 9:00 AM

**Location:** Chambers

## Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Dan Ruiz, Brooklyn Park
- Chris Hartzell, Woodbury
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul
- Aaron Tag, MnDOT

- Steve Peterson, Council MTS
- Patrick Boylan, Council CD
- Elaine Koutsoukos, TAB
- Innocent Eyoh, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Shelly Meyer, Freight
- Colleen Eddy, DEED
- Vacant, MN DNR
- Kyle Sobota, Bicycle
- Mackenzie Turner Bargaen, Pedestrian
- Josh Pearson, FHWA (ex-officio)

= present

## Call to Order

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

## Approval of Agenda

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

## Approval of Minutes

It was moved by Mayell and seconded by Leitner to approve the minutes of the May 1, 2024, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

## Public Comment on Committee Business

None.

## TAB Report

Koutsoukos reported on the May 15, 2024, Transportation Advisory Board meeting.

## Business – Committee Reports

### *Executive Committee (Jenifer Hager, Chair)*

Chair Hager reported that the TAC Executive Committee met prior to the meeting and discussed agenda items for the meeting and the Regional Solicitation funding options.

1. [2024-28: Streamlined TIP Amendment Request – Two Project Adjustments](#)

Robbie King said that the first request is from Dakota County, which dividing its Veterans Memorial Greenway Trail project in Eagan and Inver Grove Heights into two phases. This project will construct a multi-use trail, pedestrian bridge, pedestrian underpass, and a boardwalk for 3.6 miles. With this request, the total project cost would decrease from \$15,000,000 to \$13,800,000. The first phase would construct project elements from Dodd Road to Alameda Path in Inver Grove Heights and Eagan in program year 2025. The second phase would construct project elements from CSAH 71 to TH 52/TH 55 in Inver Grove Heights in program year 2026. The total cost of this phase is \$7,000,000 funded with \$2,497,500 of congressionally directed spending and \$4,502,500 of other funding.

He said that the second request is from the City of Minneapolis, which requests the addition of an intersection to its intersection improvement project at various intersections on Lasalle Avenue, 15th Street, and Nicollet Avenue. This project will rebuild signals and construct ADA-compliant curb extensions. The requested project adjustment is to add an additional intersection at 15th Street and Willow Street and increase the total project cost from \$4,350,000 to \$4,850,000.

Motion by MacPherson and seconded by Isaacson to recommend adoption of an amendment to the 2024-2027 TIP to recommend that TAB recommend adoption of an amendment to the 2024-2027 TIP to adjust two projects. **Motion carried.**

2. [2024-29: Streamlined TIP Amendment Request – MnDOT's US 169, CSAH 9, and MN 282 Interchange Improvements](#)

King said that Scott County and the City of Jordan request a cost increase for the interchange improvement project at US 169, CSAH 9, and MN 282 in Jordan. Along with this, the request includes a sponsorship change from Scott County to MnDOT for one part of the project and the addition of a new locally funded roundabout at CSAH 9 and Valley View Drive in Jordan. The original project cost is \$39,600,000 funded by \$24,124,000 from FHWA and \$15,476,000 in state and local funding. The requested amendment is for a total cost increase to \$54,800,000 including an increase in federal funding of \$4,344,100 and an increase in state funding to \$10,100,000.

Motion by Robjent and seconded by Tag to recommend adoption of an amendment to the 2024-2027 TIP to increase the cost and change the sponsorship for parts of an interchange improvement project at US 169, CSAH 9, and MN 282 in Jordan and add a new roundabout. **Motion carried.**

**Planning Committee/TPP Technical Working Group (Gina Mitteco, Chair)**

No report.

**Funding and Programming (Michael Thompson, Chair)**

Thompson said that at its last meeting, the Funding and Programming Committee recommended item 2024-27 and discussed 2024 Regional Solicitation funding options.

1. [2024-27: Adoption of the Draft 2025-2028 Transportation Improvement Program \(TIP\), pending public comment](#)

Barbeau said that the TIP's structure is similar to past years. He said that a public comment meeting is coming up and the public comment period ends on July 1.

Robjent asked whether projects that will be programmed into the Regional Solicitation will be included. Barbeau said that 2025 projects will need to be amended in. Robjent replied that he asked the question in light of the greenhouse gas assessment legislation that will be underway in February of 2025 and wondered whether applicable projects will be included before that date. Steve Peterson said that only a few projects would be subject and that those under consideration are going into the draft TIP. He said that there may be a TIP amendment this fall for Regional Solicitation projects that need to get in the TIP. He added that the legislation impacts projects not in the STIP by February of 2025. Eyoh said that prior to the bill, MnDOT and MPCA had an

agreement to have greenhouse gas analyses for projects with new lanes of a mile or more. He suggested that this analysis could be used for a TIP amendment.

Harrington asked whether changes to the TIP during public review would require an amendment. Barbeau said that year changes could be made during the public comment period but that bigger changes would be examined case-by-case. Koutsoukos pointed out that Regional Solicitation projects would have to go through the program year policy for a program year change.

Dermody expressed discomfort with recommending the TIP without having seen the public comments. Koutsoukos said that public comments do not typically go to the committees, to which Dermody replied that comments should go through the committees. Staff agreed to bring technical comments to the committee at the next meeting.

Eyoh asked whether public comments have ever led to modifying the TIP. Steve Peterson said that he recalled one instance over the past ten years. He said that the TIP is not a great decision-making tool but that public comments are used in other efforts. Barbeau described the instances discussed by Steve Peterson as public comments unwittingly uncovering a scoring error.

Motion by Isaacson and seconded by Robjent to recommend that TAB recommend adoption of the draft 2025-2028 Transportation Improvement Program (TIP) pending public comment. **Motion carried.**

## Information

### 1. Regional Solicitation Funding Options (Steve Peterson, MTS)

Hagar said that while there is no action, feedback can be provided to TAB.

Steve Peterson provided a [brief presentation](#) on [funding options](#).

Mayell asked how far short of the funding range transit falls short in the options. Steve Peterson replied that two of the three options are at 24.6% and 24.8%, respectively, which is short of the lower end of the transit funding range, 25%.

Kosluchar asked whether the Active Transportation funding was considered when the options were developed. Steve Peterson replied that it was added on top of the other funding, as the Active Transportation funding is not supposed to supplant other funds. MacPherson asked whether the Active Transportation Working Group had discussed adding more projects than shown. Steve Peterson replied that the group was not interested in expanding the pilot beyond \$15 million. Hager replied that the question was asked by TAC because the bike/ped-heavy options was not very bike/ped heavy. Koutsoukos added that the top of the bike/ped modal funding range is only 20%, making it difficult to be truly bike/ped heavy, though TAB could go beyond the range. MacPherson asked whether federal requirements will apply to recipients of Active Transportation funds and whether they would be exempt from receiving HSIP funds, adding a recommendation that HSIP funds should not be allowed for projects receiving Active Transportation funds. Hager replied that the local match will be required for the pilot, but the federal process will not apply; these items will be addressed in the evaluation. MacPherson said he would support not requiring the federal process for the pilot. Through an informal show of hands, roughly half of members agreed. Thompson expressed a preference toward simplicity in the pilot, while Isaacson suggested using the pilot to test requirements. Koutsoukos said that the work group will discuss how to administer projects relative to the federal processes. MacPherson asked whether State Aid will administer projects, to which Steve Peterson said that Council staff will do so. Koutsoukos clarified that the Active Transportation funding is made up of local sales tax funds and not state funding, which is why MnDOT is not going to administer it. Harrington suggested a reduced process that can be revisited later. Leitner said it would be helpful to show which entities have DBE goals. Hager suggested providing a summary of the federal process for



the working group. Harrington suggested that the Council's goals could be considered. Kosluchar suggested using a variety of approaches for comparison. MacPherson said that most of the applicants likely to receive Active Transportation funding do not have DBE goals and requiring them may lead to lot of effort and should not be a part of the pilot.

Robjent said that the bike/ped-heavy option is at the maximum of the range. Steve Peterson said that the 2022 program was above the range after the addition of Carbon Reduction Program funds.

Mayell suggested examining the proportion of points to the top-scoring project within the modes. She added that within roadways, spot mobility and safety, reconstruction, and bridges are most impactful to bikes and pedestrians yet are under-funded compared to Strategic Capacity.

Leitner said that TAC could show a bike-heavy option that exceeds the bike/ped range. Koutsoukos said that TAB looks at the ranges as guidance more than policy. Jenson said that exploration of going outside the ranges should come along with minimum points thresholds. Fyten said that there should be consideration for not going below the model minimum. Thompson said that the Midpoint option is the one that funds transit within the range.

Kosluchar asked whether there is an option that better meets the greenhouse gas emissions requirements and, if not, whether it would make sense to develop an option. Steve Peterson said that this can be better considered in 2026 when there is more data.

Hager asked for feedback on whether to provide TAB with a more bike/ped-heavy option. Thompson suggested that funding it more Active Transportation funding could be considered as a way not to take from roadways and transit. Leitner said that the Working Group said it didn't want to add funding. Steve Peterson said that other options include using \$4 million to \$5 million more overprogramming or rearranging the categories within bike/ped. Kosluchar said he would not support moving outside the funding ranges because TAB is unlikely to approve. Hager suggested TAC could push TAB to go outside of the funding ranges.

Harrington suggested presenting the Active Transportation funding as extra to help increase bike/ped funding. Hager said that presentation is difficult with Active Transportation considered to be on top of the traditional Regional Solicitation categories. Leitner suggested telling TAB that if it wants to see a fourth option it could give Council staff some boundaries. Koutsoukos said that the public survey included recommendations for more bike/ped funding and that TAB will be considering that information.

Robjent said that every roadway and transit project has bike/ped elements. MacPherson said that a lot of people see the ranges as policy, including when they are applying.

Fyten asked that TAC note to TAB that in two of the options, Transit does not meet the minimum of the range. Members favored this via a show of hands.

Isaacson said that the modal ranges are based on former federal funding pots and even after allowing for more flexibility in 2014, TAB is staying the same. Kosluchar said that TAB should explore whether the ranges should be broadened in the future.

Thompson said that the regional sales tax is a large influx of funds going towards trails, which could inform the ranges starting with the 2026 Regional Solicitation.

Hager suggested that TAC frame the discussion to TAB as a reminder of flexibility, that TAC is not recommending any one option, and that revisiting ranges could be looked at as a future task. Members supported this via a show of hands.



Hager opened the discussion for including minimum scoring to be funded, using 50% of the maximum points as an example of a threshold. Fyten said that minimum scoring should not be considered if it brings a category below the modal range. Jenson said that with meeting the minimum range, nothing different will occur. Barbeau expressed caution about scoring minimums, providing the examples that transit scoring is set up to give large points to the top-scoring project and big scoring gaps, the Multiuse Trails and Bicycle Facilities category is prone to bunching of scores and high scores due to measures that lend themselves to high scores, and in one highway category, all the projects scored full points in one measure despite earning zero points, per the Regional Solicitation's rules. Hager said that TAB has frequently noted sharp vs. gentle drops in scoring across the categories. Koutsoukos added that Spot Mobility and Safety scores lower than in Bridges. Mayell said that the difference within each category could be shown. Eyoh said that some projects score very low in air quality due to some of the volumes, often scoring zero in Strategic Capacity.

Leitner asked whether the recommendation is to go to the bottom of the modal ranges in roadways and transit and then fund higher in bike/ped. Thompson suggested that an option showing roadways at the top of its range could be shown, as well.

Nick Peterson suggested flagging low scores without setting a minimum. Robjert said that at the end of the process, decisions will be made based on geography regardless of scores.

Mayell asked whether there is a way to show how the ranges have related to policy. Steve Peterson said the ranges date prior to 2014 and that they will be revisited during the evaluation.

Leitner asked whether the winning scenario will be decided with math versus the safety and active transportation that TAB has discussed. She added that TAB should be asked what objectives it wishes to achieve.

Hager said that she will share with TAB that there is flexibility in the funding ranges, suggest that the ranges be examined in the evaluation, suggest that ranges be tied closely to the region's goals and policies, say that TAC is not making a recommendation, and remind TAB that transit does not meet the minimum of its range. Regarding the active transportation pilot, Hager said that members could suggest that more funding could be added and that at its next meeting TAB is unlikely to get into federal requirements for Active Transportation.

## Other Business

None.

## Adjournment

The meeting adjourned.

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### Committee Contact:

Joe Barbeau, Planning Analyst

[Joseph.Barbeau@metc.state.mn.us](mailto:Joseph.Barbeau@metc.state.mn.us)

651-602-1705

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** July 3, 2024

**Date:** June 26, 2024

## Action Transmittal: 2024-33

Streamlined 2024-2027 TIP Amendment Request – MnDOT’s MN 121 and CSAH 22 Improvements Project

**To:** Technical Advisory Committee

**Prepared By:** Robbie King, Planner, 651-602-1380

### Requested Action

MnDOT requests an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost of its MN 121 mill and overlay project, make a technical correction to that project’s location, and add a new project to improve safety at the westbound MN 62 loop at MN 121.

### Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption of an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost of MnDOT’s MN 121 mill and overlay project and make a technical correction to its location (SP # 2728-52) and add a new project (SP # 2728-52S).

### Background and Purpose

MnDOT requests a cost increase of its mill and overlay project on MN 121 in Minneapolis and to add a new project for safety improvements at the westbound MN 62 loop at MN 121. The original project cost is \$1,642,000 funded by \$1,052,761 from FHWA, \$240,239 in state funds, and \$349,000 in local funds. The requested amendment is to increase the total cost to \$2,164,000 including an increase of \$76,534 in federal funds, \$17,466 in state funds, and \$428,000 in local funds. Additionally, a technical correction is being made to the location. This project was funded with MnDOT STP funding and not funded through the Regional Solicitation.

Additionally, MnDOT requests to add a new project to improve the intersection at MN 121 and the westbound MN 62 loop. The intersection improvement is to expand the “porkchop”, or the concrete curb island, separating the northbound through lane from the right turn lane entering onto westbound MN 62. It is being expanded to remove the appearance of a second additional northbound through lane. This new state project number (SP # 2728-52S) is associated with the larger MN 121 and CSAH 22 project (SP # 2728-52). The total cost of this new project is \$28,000 with \$25,200 in federal funds and \$2,800 in state funds. This is a Safety Highway Safety Improvement Program (HSIP) project funded through the MnDOT’s HSIP program, not the regional competitive HSIP solicitation.

### Relationship to Regional Policy

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

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

### Staff Analysis

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

### Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	July 3, 2024
Transportation Advisory Board	Review & Recommend	July 17, 2024
Metropolitan Council Transportation Committee	Review & Recommend	July 22, 2024
Metropolitan Council	Review & Adopt	July 24, 2024



# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to add and adjust the below projects.

## Project identification

	Existing Project	New Project
<b>Seq #</b>		New
<b>State Fiscal Year (State)</b>	2025	2025
<b>ATP and District</b>	METRO	METRO
<b>Route System</b>	MN 121	MN121
<b>Project Number (S.P. #)</b>	2728-52	2728-52S
<b>Agency</b>	MNDOT	MNDOT
<b>Description</b>	MN 121, FROM WB TH 62 LOOP 0.5 MI OF I35W (PED BRIDGE OVER LYNDALE) TO W 58TH ST AND ON CSAH 22 (LYNDALE AVE S) FROM W 58TH ST TO W 56TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, LANE REDUCTION, REPLACE GUARDRAILS, SIGNALS, DRAINAGE AND ADA (ASSOCIATE TO 2728-52S)	MN 121, AT WB INTERSECTION WITH THE WB MN62 LOOP IN MPLS - EXPAND PORKCHOP (ASSOCIATE TO 2728-52)
<b>Miles</b>	<del>0.5</del> 0.8	0.8
<b>Program</b>	RESURFACING	SH – SAFETY HSIP
<b>Type of Work</b>	MILL AND BIT OVERLAY	OTHER
<b>Proposed Funds</b>	STP	HSIP
<b>Total \$</b>	<del>1,642,000</del> 2,164,000	28,000
<b>FHWA \$</b>	<del>1,052,761</del> 1,129,295	25,200
<b>State \$</b>	<del>240,239</del> 257,705	2,800
<b>Other \$</b>	<del>349,000</del> 777,000	NA

## Background and TIP Amendment Need

This amendment is needed to increase total project cost and scope to match the 2025-2028 TIP. Also included in the request is a technical correction to the project description.

## Fiscal Constraint (as required by 23 CFR 450.216)

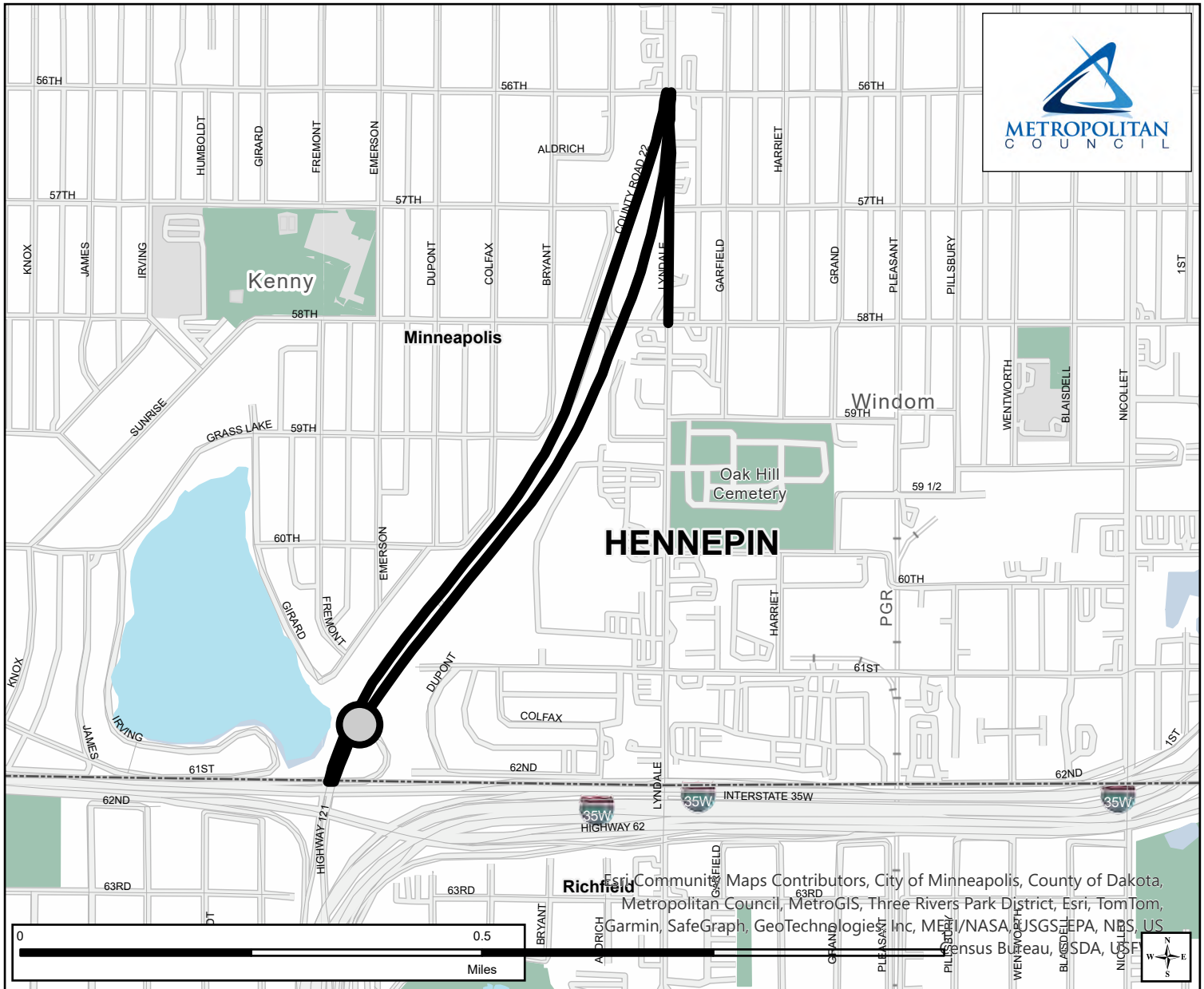
The total project cost increased from \$1,642,000 to \$2,192,000. Because this is a 2025 project, it is included in draft 2025-2028 TIP and is due to be included in the final TIP and Minnesota STIP with the updated cost and will align its program to meet MnDOT 2025-2028 STIP funding guidance. Therefore, fiscal constraint is maintained.

## Consistency with MPO Long-Range Plan

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

# 2024-33: Streamlined 2024-2027 TIP Amendment Request

## MnDOT's MN 121 and CSAH 22 Improvements Project



Esri, Community Maps Contributors, City of Minneapolis, County of Dakota, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MEI/NASA, USGS, EPA, NBS, US Census Bureau, SDA, USF





6/26/2024

Extent of Main Map



### Project Locations

-  MN 121 and CSAH 22 (SP# 2728-52)
-  Expanded Porkchop (SP# 2728-52S)



# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** July 3, 2024

**Date:** June 26, 2024

## Action Transmittal: 2024-34

Streamlined 2024-2027 TIP Amendment Request – I-94 Bridge Over Wright County Road 19

**To:** Technical Advisory Committee

**Prepared By:** Joe Barbeau, Planning Analyst, 651-602-1750

### Requested Action

MnDOT requests an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost and move the year of MnDOT's I-94 bridge construction over County Road 19 in Wright County.

### Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to increase the cost and move the year of MnDOT's I-94 bridge construction over County Road 19 in Wright County (SP # 8680-199).

### Background and Purpose

This project is currently in the TIP in fiscal year 2024. It needs to be moved to 2025. An additional \$4,032,000 needs to be added to the project as well.

This project is located in Wright County but within the Metropolitan Planning Organization planning area. It was not funded through the Regional Solicitation. It was funded in part with Corridors of Commerce and Bridge Formula Program funding.

### Relationship to Regional Policy

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

### Staff Analysis

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

## Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	July 3, 2024
Transportation Advisory Board	Review & Recommend	July 17, 2024
Metropolitan Council Transportation Committee	Review & Recommend	July 22, 2024
Metropolitan Council	Review & Adopt	July 24, 2024



# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust this project and move it from program year 2024 to 2025.

## Project Identification

<b>Fiscal Year (State)</b>	2024 <u>2025</u>
<b>ATP and District</b>	3
<b>Route System</b>	I-94
<b>Project Number (S.P. #)</b>	8680-199
<b>Agency</b>	MnDOT
<b>Description</b>	<b>**BFP**</b> CONSTRUCT BRIDGE 86825 OVER WRIGHT CR 19
<b>Miles</b>	0.1
<b>Program</b>	RC
<b>Type of work</b>	Bridge Construction
<b>Proposed Funds</b>	COC
<b>Total \$</b>	<del>2,697,000</del> <u>6,729,000</u>
<b>FHWA \$</b>	2,195,897
<b>State \$</b>	501,103
<b>Other \$</b>	<del>0</del> <u>4,032,000</u>

## Background and TIP Amendment Need

This project was amended into FY 2024 out of SP 8680-189 and is now being moved from FY 2024 into FY 2025. The estimate is also being modified from 2,697,000 to 6,729,000 with no additional federal funding being added.

## Fiscal Constraint (as Required by 23 CFR 450.216)

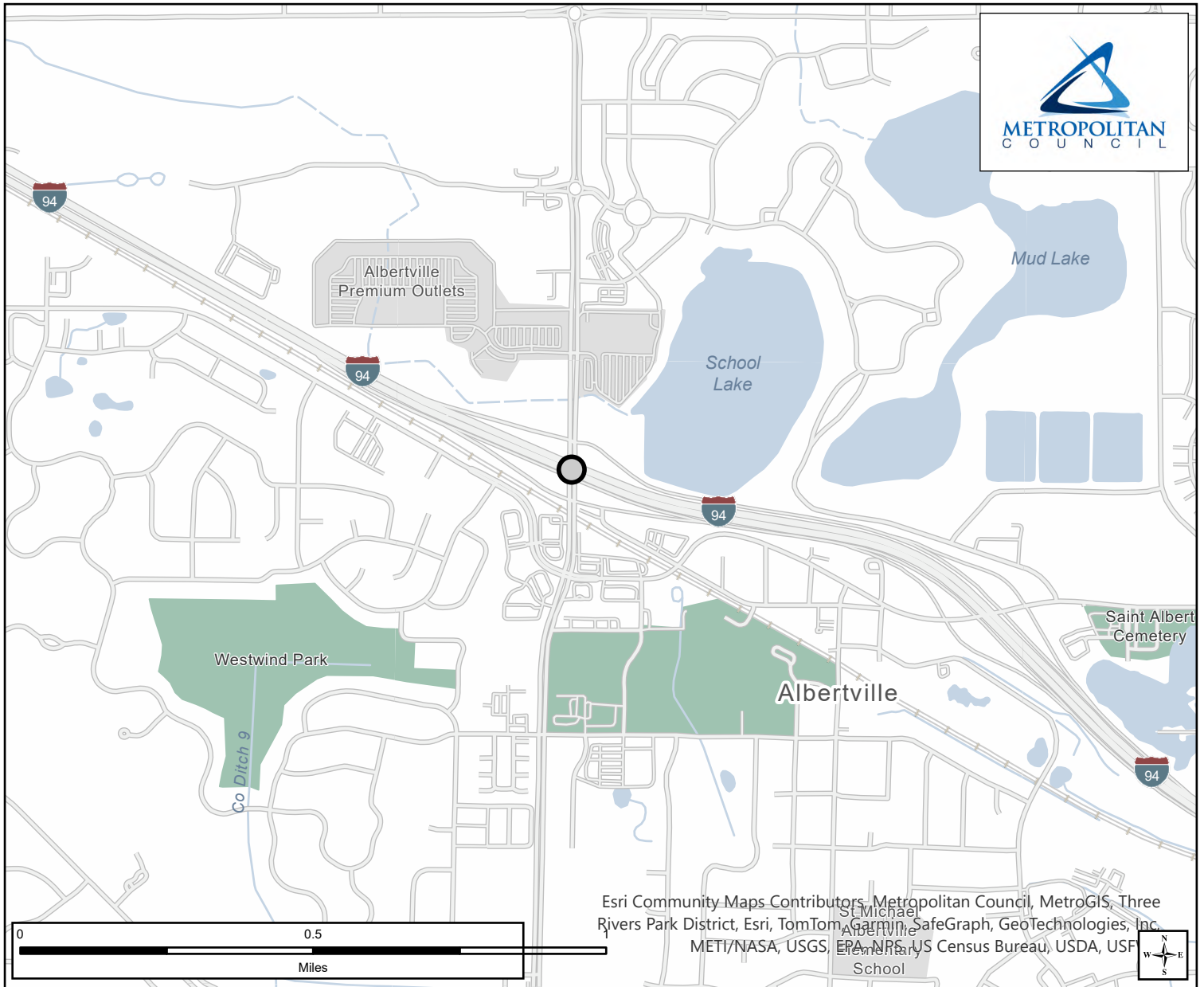
This project was awarded State Corridors of Commerce and Bridge Formula Program funding, as well as federal and state funding. Therefore, fiscal constraint is maintained.

## Consistency with MPO Long-Range Plan

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

# 2024-33: Streamlined 2024-2027 TIP Amendment Request

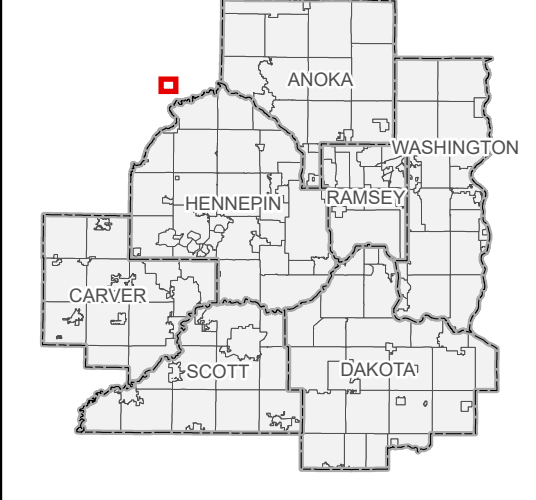
## MnDOT Wright County Road 19 Bridge



Esri Community Maps Contributors, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USF

6/26/2024

Extent of Main Map



● Project Location

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** July 3, 2024

**Date:** June 27, 2024

## Action Transmittal: 2024-30

Release of the Draft 2050 Transportation Policy Plan for Public Comment

**To:** Technical Advisory Committee  
**From:** TAC Planning Committee  
**Prepared By:** Amy Vennewitz, Deputy Director, Metropolitan Transportation Services, 651-602-1058  
Cole Hiniker, Senior Manager, Transportation Planning, 651-602-1748  
Jed Hanson, Senior Planner, Transportation Planning, 651-602-1716

### Requested Action

Recommend that the draft update of the 2050 Transportation Policy Plan be released for public review and comment (see attachments linked in the agenda).

### Recommended Motion

Recommend that the Transportation Advisory Board recommend release of the draft 2050 Transportation Policy Plan for public review and comment.

### Background and Purpose

The Met Council is required to produce a regional long-range transportation plan under both federal and state law.

- Minn. Stat. § 473.146 requires a transportation chapter of the regional development guide for all transportation modes, including aviation.
- 23 U.S.C. § 134 and 49 U.S.C. § 5303 require the development of long-range transportation plans for all metropolitan regions in the country that addresses all surface transportation modes.

Every ten years, the Met Council updates the regional development guide and the Transportation Policy Plan to align with state and federal law. The Met Council must collaborate with the Transportation Advisory Board in the development of the Transportation Policy Plan.

### ***2050 Transportation Policy Plan Development Process***

The Met Council began development of the 2050 Transportation Policy Plan in early 2022. The Met Council used two primary advisory groups to inform the development of the Plan:

- The 2050 TPP Advisory Work Group (AWG) was a group of Met Council and TAB members along with representatives from state agencies and transit providers. They met 15 times to advise on the plan content.
- The 2050 TPP Technical Working Group (TWG) included staff from agencies that were represented on TAC Planning Committee and other perspectives like the University of

Minnesota, Department of Health, and the Twin Cities Shared Mobility Collaborative. They met 23 times to advise on the plan content.

There were several phases of the plan development that contributed to the draft being considered:

- [Transportation System Performance Evaluation](#) – a comprehensive look back at system performance over the past decade using performance metrics from the 2040 TPP for insights and trends.
- Contributing studies and plans – conducted over many years on a wide range of topics that helped inform policy direction, investment needs, and evaluation of the plan. See an early overview and preview [presentation of this work from the June 2022 TPP Technical Working Group](#).
- Early 2023 listening sessions – over 50 listening sessions and interviews with a variety of stakeholders on the transportation system vision and needs going forward. See a [summary presentation from April 2023 Met Council Committee of the Whole](#).
- Policy development teams – eight policy development teams were formed to advise on topically specific policies and actions. This work resulted in over 25 meetings on content development and culminated in 3 workshops to provide additional review across all the policy topics. Additional review was conducted with discussions with community partners.
- Document drafting and circulation for informal review – The content for the draft 2050 TPP was circulated to the AWG and TWG for informal review in late 2023-early 2024 and revisions were made to improve the drafts based on the feedback received. Drafts were also shared with Met Council members, TAB members, and TAB’s Technical Advisory Committee members for further review. Over 3,000 comments were generated during this informal review process.

Met Council staff also worked with other advisory committees to review specific parts of the draft 2050 TPP. These groups include the Transit Planning Technical Working Group, the Bicycle-Pedestrian Planning Technical Working Group, and the Transportation Accessibility Advisory Committee. The documents put forth for public consideration are the culmination of this work and the direction from Met Council members.

### ***2050 Transportation Policy Plan Public Comment Release Purpose***

The Met Council is required to provide an opportunity for public comment on the TPP. This action is to recommend the release of the TPP for public comment. After the public comment period closes, the Met Council and TAB will review and respond to the comments and prepare a revised final plan for consideration of adoption.

As the document progresses through the action to release for public comment, it is possible that some content will change. There are three contributing factors to what might change:

- Committee comments forwarded as part of the action to recommend the plan for release,
- Content coordination or language alignment with Imagine 2050 and other system plans,
- Corrections to errors or additions of content that was not ready but is reflected with placeholders in the draft.

In addition to the maps within the document, staff is producing an interactive map with the same data. A link to the draft interactive map will be included with the public comment materials.

### **Relationship to Regional Policy**

The 2050 Transportation Policy Plan provides direction for the regional transportation planning process that is facilitated by the Met Council and supported by all regional transportation partners. This process includes other federally required documents like the Unified Planning Work Program and the Transportation Improvement Program including the Regional Solicitation.

The public comment process will be delivered consistent with The Met Council Public Participation Plan, including the Transportation Policy Plan addendum.





## Staff Analysis

The Met Council has reviewed the plan for all necessary state and federal requirements. The Met Council also shared drafts with the Federal Highway Administration (FHWA) and Federal Transit Administration. There are a few documents still under federal review and any edits will be incorporated ahead of TAB action. FHWA staff indicated general support for the approach to all federal requirements in the draft.

Met Council staff solicited feedback from the 2050 TPP Technical Working Group and Advisory Work Group on the process to develop the 2050 TPP which will be used to inform and improve future planning efforts. The feedback reflected the following key points:

- The process was efficient, effective, and well managed.
- Virtual meetings provided easy access to the process for most participants.
- The policies and actions development teams provided valuable additional insights beyond the committees' perspectives.
- The interactive document review process was helpful, including the ability to see comments from others.
- Some in-person meetings would have provided a more interactive experience for some members and may have facilitated better discussion at times.

## Committee Comments and Actions

The TAC Planning Committee unanimously recommend that the Transportation Advisory Board recommend release of the draft 2050 Transportation Policy Plan for public review and comment. The committee also unanimously recommended that staff review the draft 2050 Transportation Policy Plan for consistency with recent legislative changes. The Overview/Imagine 2050 Transportation Chapter, Highway Investment Plan, and Transit Investment Plan contain changes in response to this direction. The Long-Range Project List was also updated to add a project that was accidentally missing from the list on I-35W in the south metro. Figure references were also corrected in the Highway Investment Plan in response to a written comment. These changes are all reflected in redline edits. Committee discussion covered the conflict between Imagine 2050 goals and Congestion Management Process goals; future regional sub-allocation of state greenhouse gas emissions targets; the lack of a mode shift target; and next steps in plan review and adoption.

The Environmental Justice analysis document included in this action transmittal was not reviewed by the TAC Planning committee as it was not complete prior to their June meeting; the version attached is mostly complete, and an update on the availability of additional data will be provided to TAB before their action.

## Routing

To	Action Requested	Date Completed
TAC Planning	Review & Recommend	June 13, 2024
Technical Advisory Committee	Review & Recommend	July 3, 2024
Transportation Advisory Board	Review & Recommend	July 17, 2024
Metropolitan Council Transportation Committee	Review & Recommend	July 22, 2024
Metropolitan Council	Review & Approve	August 14, 2024



# Action Transmittal

Transportation Advisory Board



**Meeting Date:** July 3, 2024

**Date:** June 27, 2024

## Action Transmittal: 2024-32

2024 Highway Safety Improvement Program Project Selection

**To:** Technical Advisory Committee  
**From:** TAC Funding & Programming Committee  
**Prepared By:** Bethany Brandt-Sargent, Senior Planner, phone 651-602-1705  
Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process, phone 651-602-1819

### Requested Action

MnDOT requests approval of the attached 20 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation.

### Recommended Motion

That Technical Advisory Committee recommends that the Transportation Advisory Board recommends approval of the attached 20 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion in the 2026-2029 Transportation Improvement Program (TIP).

### Summary

MnDOT conducts a Highway Safety Improvement Program (HSIP) solicitation every other year that coincides with the Council's Regional Solicitation. The TAC Funding and Programming Committee unanimously recommended this action.

### 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 in 2028 and 2029.

There were 31 projects submitted in the "proactive" category and 24 projects submitted to the "reactive" category, for a total of 55 projects. Of these projects, 22 were selected for funding

including 11 “proactive” projects and 11 “reactive” projects. For 2024, total funding requested through the HSIP program was \$92.9 million. The overall funding available is about \$30.9 million, resulting in funding only 33% of the total funds requested. The funding available is roughly half that of the 2022 HSIP solicitation, which received a one-time increase through the Infrastructure Investment and Jobs Act passed in 2021. The attached projects (not including two projects located in Chisago County), if approved, will be included in the 2026-2029 TIP.

Scores and rankings are shown in the attachment.

### 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 (or any project amendments into 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 20 projects for funding through the HSIP solicitation and inclusion of all Urbanized Area projects in the draft 2025-2028 TIP. HSIP funds are evaluated by MnDOT Metro District. MnDOT’s Metro District includes Chisago County, along with the seven-county metro area. Two projects selected through this process, R12 and R13, are in Chisago County, bringing the total HSIP projects awarded funding to 22. 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 the region’s TIP.

### Committee Comments and Action

At its June 20, 2024, meeting, the TAC Funding and Programming Committee voted unanimously to recommend approval of the attached 20 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion in the 2026-2029 Transportation Improvement Program (TIP).

### Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	June 20, 2024
Technical Advisory Committee	Review & Recommend	July 3, 2024
Transportation Advisory Board	Review, Approve, and Forward for Concurrence	July 17, 2024
Transportation Committee	Review & Recommend	August 12, 2024
Metropolitan Council	Review & Concur	August 28, 2024



# 2028 / 2029 HSIP Projects (Proactive)

6/11/2024

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 #
						2028 HSIP \$ Awarded	2029 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)		
P6	Bloomington	City wide	City wide	Pedestrian Crossing Safety Improvements	\$550,710	\$550,710		\$61,190	\$611,900	100	282	0	160	200	100	842	P6
P24	MnDOT	TH 62	from TH 13 to TH 3	Install cable median barrier	\$1,350,000		\$1,350,000	\$150,000	\$1,500,000	80	300	63	200	100	20	763	P24
P19	MnDOT	TH 100	at Excelsior Blvd	Channelized right turn modification	\$675,000	\$675,000		\$75,000	\$750,000	40	300	0	92	200	100	732	P19
P18	Minneapolis	Portland Ave and Park Ave	at 26th St AND 28th St	Signals and pedestrian improvements	\$2,000,000	\$2,000,000		\$225,000	\$2,225,000	65	273	25	127	100	100	690	P18
P14	Hennepin County	CSAH 66 (Broadway St NE)	from Jackson St NE to Fillmore St NE	Traffic signal, ADA, medians, and restriping	\$1,665,000	\$1,665,000		\$185,000	\$1,850,000	60	31	100	163	200	100	653	P14
P15	Minneapolis	26th St and 28th St	various intersections on 26th St and 28th St	Traffic signal replacement including improved traffic visibility and APS and Pedestrian safety improvements including ADA ramp upgrades, curb extensions and pedestrian medians	\$2,000,000	\$2,000,000		\$1,000,000	\$3,000,000	65	159	75	127	100	100	626	P15
P21	MnDOT	TH 5	from Century Blvd to Market Blvd	Install cable median barrier	\$1,350,000		\$1,350,000	\$150,000	\$1,500,000	90	197	13	200	100	20	619	P21
P29	MnDOT	TH 13	from Nicollet Ave to Diffley Rd	Install cable median barrier	\$1,350,000		\$1,350,000	\$150,000	\$1,500,000	80	193	25	200	100	20	618	P29
P7	Carver County	CSAH 53	between Bevens Creek and 182nd St	Shoulder Widening	\$2,000,000		\$2,000,000	\$5,800,000	\$7,800,000	75	53	25	181	200	80	614	P7
P13	Hennepin County	CSAH 33 (Park Ave)	at CSAH 35 (Portland Ave)	Bikeway enhancements, curb, traffic calming, stormsewer, roadway, signals, ADA	\$2,000,000	\$2,000,000		\$1,810,000	\$3,810,000	65	29	63	156	200	100	613	P13
P20	MnDOT	TH 5	from Goodhue St to Kellogg Blvd	4 to 3 Lane Conversion	\$900,000		\$900,000	\$100,000	\$1,000,000	80	111	50	52	200	100	593	P20
					TOTAL	\$8,890,710	\$6,950,000										
P8	Chisago County	CSAH 9	east of Harder Ave	Realignment and reconstruction of about 4000' of CSAH 9	\$1,500,000			\$600,000	\$2,100,000	70	3	38	163	200	100	573	P8
P26	MnDOT	TH 5	from TH 101 to Heritage Rd	Install cable median barrier	\$1,350,000			\$150,000	\$1,500,000	80	117	50	200	100	20	567	P26
P11	Hennepin County	CSAH 19	at CR 117 (109th Ave N)	Intersection reconstruction, raised medians, ADA, lighting, multimodal facilities	\$2,000,000			\$910,000	\$2,910,000	50	28	25	148	200	100	551	P11
P1	Andover	CSAH 18 (Crosstown Blvd NW)	at Crosstown Dr NW/139th Ave NW	Roundabout	\$1,420,200			\$157,800	\$1,578,000	40	57	0	150	200	100	547	P1
P9	Chisago County	CSAH 14	at CSAH 19	Roundabout	\$1,500,000			\$500,000	\$2,000,000	65	18	13	150	200	100	546	P9
P10	Chisago County	TH 95	at CSAH 9	Roundabout	\$2,000,000			\$1,650,000	\$3,650,000	50	6	38	148	200	100	542	P10
P30	Scott County	CSAH 8	at CSAH 23	Roundabout	\$2,000,000			\$1,500,000	\$3,500,000	65	12	13	148	200	100	537	P30
P17	Minneapolis	Johnson St NE	at 27th Ave Ne, 29th Ave NE, St Anthony Pkwy, and 33rd Ave NE	Signals and pedestrian improvements	\$2,000,000			\$1,000,000	\$3,000,000	65	128	13	127	100	100	532	P17
P5	Anoka County	CSAH 34 (Birch St)	at CSAH 49 (Hodgson Rd)	Convert Signal to Roundabout, improve pedestrian accommodations and improve access to nearby businesses	\$2,000,000			\$600,000	\$2,600,000	40	41	0	150	200	100	531	P5
P16	Minneapolis	42nd St	at Park Ave	Signal and pedestrian improvements	\$1,260,000			\$140,000	\$1,400,000	70	146	25	127	100	60	528	P16
P12	Hennepin County	CSAH 121 (French Lake Rd)	at Brookside Trl	Roundabout	\$2,000,000			\$920,000	\$2,920,000	40	23	13	150	200	90	516	P12
P25	MnDOT	TH 97	at Manning Trail	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	40	25	0	148	200	100	513	P25
P2	Columbia Heights	CSAH 2 (40th Ave NE)	at Jefferson St NE	Mini-Roundabout, sidewalk and ADA ramp improvements	\$1,665,000			\$185,000	\$1,850,000	35	27	0	150	200	100	512	P2
P3	Fridley	CSAH 6 (Mississippi St)	at Monroe St NE	Mini-Roundabout, sidewalk and ADA ramp improvements	\$1,620,000			\$180,000	\$1,800,000	35	21	0	150	200	100	506	P3
P4	Anoka County	CSAH 23 (Lake Dr)	at Elm St	Roundabout	\$2,000,000			\$315,250	\$2,315,250	40	34	0	150	200	80	504	P4
P23	MnDOT	TH 52	at TH 50/TH 56	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	40	19	50	148	200	40	497	P23
P22	MnDOT	TH 7	at CSAH 33	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	15	27	25	150	200	40	457	P22
P28	MnDOT	TH 13	at Wachtler Ave	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	40	25	0	150	200	40	455	P28
P31	South St. Paul	Marie Ave	between 9th Ave and 21st Ave	Road Diet including bike lanes and sidewalks on both sides	\$2,000,000			\$3,370,000	\$5,370,000	55	1	0	75	200	100	431	P31
P27	MnDOT	TH 12	at County Line Rd	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	40	43	13	94	100	100	389	P27
					\$52,155,910			\$26,884,240	\$79,040,150								

# 2028 / 2029 HSIP Projects (Reactive)

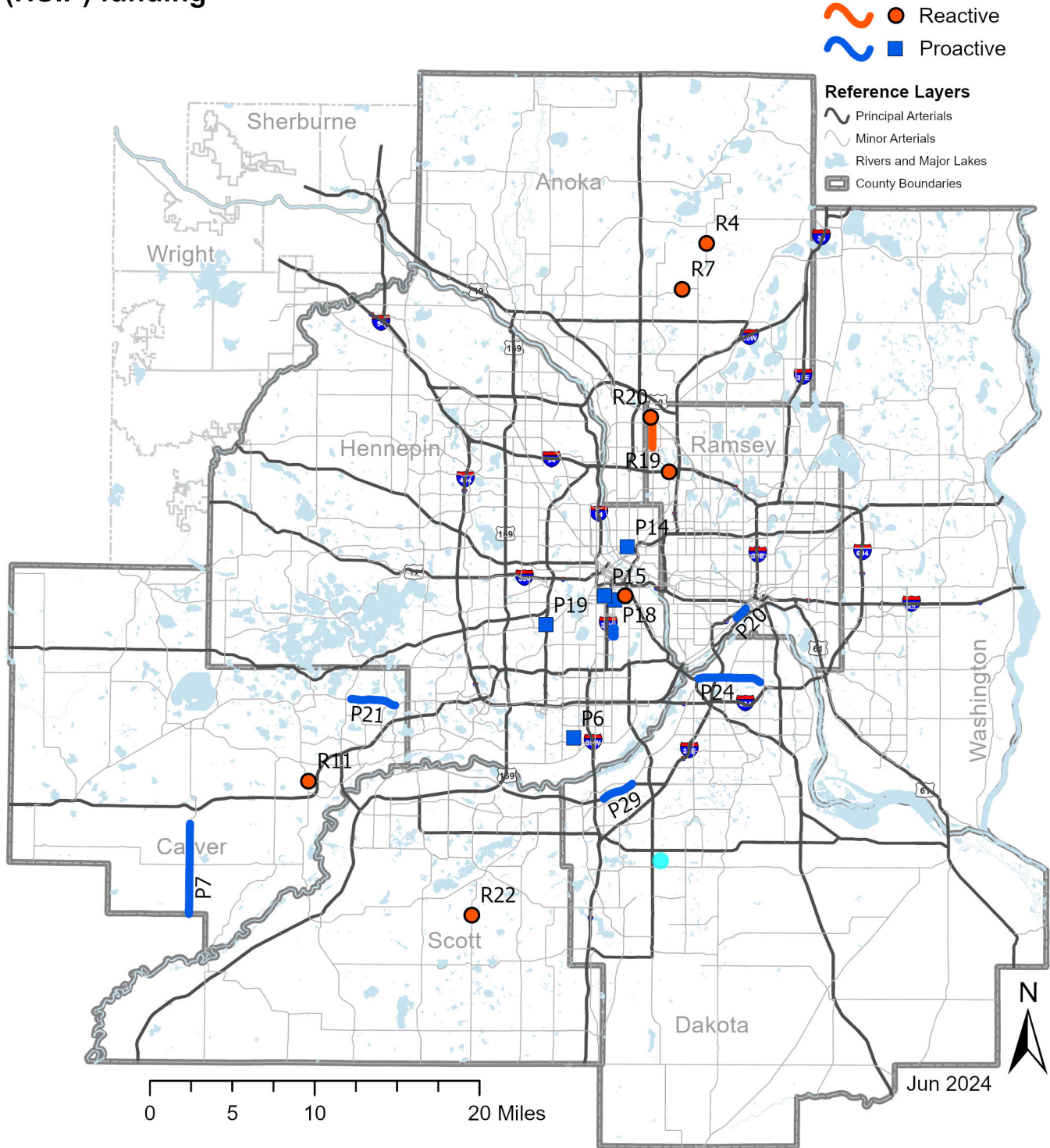
6/17/2024

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description <small>(Blue font signifies bike/ped safety improvements in project)</small>	Original HSIP Amount Requested	HSIP Funding		Local Match (10%)	TOTAL PROJECT COST	POINTS				TOTAL POINTS (1,000)	Project #
						2028 HSIP \$ Awarded	2029 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)		
R12	Chisago County	County wide	Various locations	Ground-in, wet-reflective striping and various signing/intersection improvements	\$800,000	\$800,000		\$200,000	\$1,000,000	600	180	100	40	920	R12
R16	Minneapolis	Bloomington Ave	at 26th St and 28th St	Signals, curb extensions, and pedestrian medians	\$1,260,000		\$1,260,000	\$140,000	\$1,400,000	475	151	25	60	711	R16
R20	Ramsey County	CSAH 10 (Mounds View Blvd)	at Groveland Rd and Spring Lake Rd	Directional medians	\$1,620,000		\$1,620,000	\$180,000	\$1,800,000	193	185	50	60	488	R20
R21	Ramsey County	CSAH 44 (Silver Lake Rd)	between Mississippi St and Mounds View Blvd	4 to 3 Lane Conversion	\$1,620,000		\$1,620,000	\$180,000	\$1,800,000	210	160	25	80	475	R21
R18	MnDOT	Metrowide	11 intersections	Intersection Lighting	\$225,000		\$225,000	\$25,000	\$250,000	188	161	0	60	409	R18
R13	Chisago County	TH 8	CSAH 21	Roundabout	\$2,000,000		\$2,000,000	\$1,400,000	\$3,400,000	93	170	50	80	393	R13
R22	Scott County	CSAH 23	at CSAH 68	Roundabout	\$1,440,000	\$1,440,000		\$160,000	\$1,600,000	155	135	13	80	383	R22
R7	Anoka County	CSAH 116 (Bunker Lake Blvd)	at Naples St NE	Roundabout, improve sight distance, and pedestrian accommodations	\$1,620,000	\$1,620,000		\$180,000	\$1,800,000	152	118	25	80	374	R7
R19	Ramsey County	CSAH 45 (Long Lake Rd) & CSAH 12(10th St)	between I-694 and Old Highway 8	4 to 3 Lane Conversion	\$810,000		\$810,000	\$90,000	\$900,000	109	143	13	100	365	R19
R11	Carver County	CSAH 11 (Jonathan Carver Pkwy)	at CSAH 44 (Big Woods Blvd)	Roundabout	\$2,000,000	\$2,000,000		\$485,000	\$2,485,000	66	144	25	100	335	R11
R4	Anoka County	CSAH 17 (Lexington Ave)	at CR 60 (Constance Blvd)	Roundabout and pedestrian accommodations	\$1,710,000		\$1,710,000	\$190,000	\$1,900,000	94	143	13	80	330	R4
					TOTAL	\$5,860,000	\$9,245,000								
R10	Apple Valley	Galaxie Ave	from Founders Ln to 159th St W	Roundabout at 157th St W, road diet, sight line improvements, and ped/bike improvements	\$2,000,000			\$1,500,000	\$3,500,000	61	168	0	100	329	R10
R6	Anoka County	CSAH 78 (Hanson Blvd)	at CR 58 (181st Ave)	Roundabout and pedestrian accommodations	\$2,000,000			\$600,000	\$2,600,000	85	111	13	80	288	R6
R8	Anoka County	TH 47	at CSAH 22 (Viking Blvd)	Roundabout and pedestrian accommodations	\$2,000,000			\$900,000	\$2,900,000	83	111	13	80	286	R8
R3	Anoka County	CSAH 5 (Nowthen Blvd)	at Sunwood Dr	Roundabout and pedestrian accommodations	\$2,000,000			\$600,000	\$2,600,000	62	116	0	100	278	R3
R17	Minneapolis	Portland Ave and Park Ave	at 26TH ST AND 28TH St	Signals and pedestrian improvements	\$2,000,000			\$225,000	\$2,225,000	25	135	25	80	265	R17
R2	Anoka County	CSAH 5 (Nowthen Blvd)	at CSAH 56 (Ramsey Blvd NW)	Roundabout, improve the horizontal curvature, sight distance, and pedestrian accomodations	\$1,890,000			\$210,000	\$2,100,000	59	106	0	100	265	R2
R1	Anoka County	CSAH 5 (Nowthen Blvd)	at 167th Ave NW	Roundabout and pedestrian accommodations	\$2,000,000			\$700,000	\$2,700,000	45	106	13	100	263	R1
R14	Dakota County	TH 61	CSAH 62 (190th St E)	Roundabout	\$1,980,000			\$220,000	\$2,200,000	65	111	0	80	256	R14
R5	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 78 (Flamingo St)	Roundabout	\$2,000,000			\$500,000	\$2,500,000	61	130	13	40	243	R5
R9	Anoka County	TH 47	at CSAH 28 (Ambassador Blvd)	Roundabout and pedestrian accommodations	\$2,000,000	Withdrawn, Received Regional Solicitation Funding		\$600,000	\$2,600,000	87	148	38	100	372	R9
R24	St. Francis	TH 47	233rd Ave	Signal	\$2,000,000	Withdrawn, Received Regional Solicitation Funding		\$421,420	\$2,421,420	60	70	0	100	230	R24
R23	St. Francis	TH 47	at CSAH 24 (227th Ave)	Roundabout	\$1,786,590	Withdrawn, Received Regional Solicitation Funding		\$198,510	\$1,985,100	190	151	25	80	446	R23
R15	Little Canada	CSAH 21 (Little Canada Rd)	at Country Dr	Roundabout	\$2,000,000	Withdrawn, Received Regional Solicitation Funding		\$2,478,000	\$4,478,000	66	153	13	100	331	R15
					\$40,761,590			\$12,382,930	\$53,144,520						



# Projects Recommended for 2024 Highway Safety Improvement Program (HSIP) funding



## Recommended Proactive Projects

- P6. Bloomington Citywide Pedestrian Crossing Improvements
- P7. CSAH 53 Shoulder Widening
- P13. CSAH 33 (Park Av) Bikeway, ADA, Curbs, Traffic Calming
- P14. CSAH 66 (Broadway St NE) Signals, ADA, Medians, Restriping
- P15. 26th and 28th St Signals and Ped Improvements
- P18. Portland and Park Av Signals and Ped Improvements
- P19. TH 100 Channelized Right Turn Modification
- P20. TH 5 4 to 3 Lane Conversion
- P21. TH 5 Install Cable Median Barrier
- P24. TH 62 Install Cable Median Barrier
- P29. TH 13 Install Cable Median Barrier

## Recommended Reactive Projects

- R4. CSAH 17 (Lexington Ave) Roundabout and pedestrian accommodations
- R7. CSAH 116 (Bunker Lake Blvd) Roundabout and pedestrian accommodations
- R11. CSAH 11 (Jonathan Carver Pkwy) at CSAH 44 (Big Woods Blvd) Roundabout
- R12. County wide Various locations Ground-in, wet-reflective striping and various signing/intersection improvements
- R13. TH 8 Roundabout
- R16. Bloomington Ave at 26th St and 28th St Signals, curb extensions, and pedestrian medians
- R18. Metrowide 11 intersections Intersection Lighting
- R19. CSAH 45 (Long Lake Rd) & CSAH 12(10th St) 4 to 3 Lane Conversion
- R20. CSAH 10 (Mounds View Blvd) Directional medians
- R21. CSAH 44 (Silver Lake Rd) 4 to 3 Lane Conversion
- R22. CSAH 23 at CSAH 68 Roundabout

\*Two projects are located outside of the MPO boundary in Chisago County. They are not included on the map, but are included in the list above.



# Action Transmittal

Transportation Advisory Board



Meeting Date: July 3, 2024

Date: June 27, 2024

## Action Transmittal: 2024-31

2024 Regional Solicitation Project Selection

**To:** Technical Advisory Committee  
**From:** TAC Funding and 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 provide a technical review and pros and cons for the three 2024 Regional Solicitation funding options, including the 17 Active Transportation projects, and, if desired, recommend a preferred funding option.

### Recommended Motion

That the Technical Advisory Committee recommends that TAB:

- Overprograms to 14% (to fund all projects) in Bike/Pedestrian and Safety funding options, and uses available \$2M in funding for the final Transit Modernization project;
- Funds the 17 Active Transportation projects shown as part of each of the funding options

### Summary

TAB requests technical input on the level of overprogramming that is appropriate given recent history and potential future needs. Four Regional Solicitation funding options, the “1. Closest to Midpoint” option, the “2. Safety” option, the “3. Bike/Pedestrian” option, and the “4. Hybrid” option are provided for TAB’s consideration. Active Transportation regional sales tax revenue will also be used to fund eligible Active Transportation projects as part of a grants management pilot project. The Met Council will be managing the grants and providing oversight whereas typically the awards are managed by MnDOT State-Aid.

### Background and Purpose

Using TAB’s modal funding ranges as guidance, staff initially established three funding options, with a fourth developed with input at the June 20, 2024, TAC Funding and Programming Committee. The modal funding ranges established by TAB include the following: Roadways (46% - 65%), Transit/TDM (25% - 35%), and Bicycle/Pedestrian (9% - 20%). These options are designed prior to any inclusion of Active Transportation funds (addressed below).

The following funding options are provided for the Committee’s consideration:

1. Closest to Midpoint Option: This option is similar to TAB’s past selection history 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). Due to a minimal receipt of applications, Transit/TDM falls below the midpoint even after funding all of the Transit and TDM applications. All three modes are funded within the prescribed ranges.

2. **Safety Option:** Given recent committee emphasis on safety, staff set out to create a midpoint-based option that favors projects that score high in safety-related measures. Because it is uncommon to find greatly different safety scores at the margins, the difference from the Closest to the Midpoint option is minimal. The option funds three fewer projects than the Closest to the Midpoint, due to the addition of a \$7M roadway reconstruction project. Transit does not include safety as a scoring measure and the reduction in projects leaves the Transit/TDM mode at 24.8%, 0.2% below the minimum of its range.
3. **Bike/Ped Option:** Based on recent public feedback regarding modal distribution, staff designed a Bike/Ped option that goes to the top of the bike/pedestrian modal funding range (i.e., 20% of the federal funds and shifts an additional \$15M to this modal area). Given the small range of funding in the bike/ped categories, this is a small change in comparison to the two midpoint options, though it does fund five extra bike/ped projects versus those other two funding options.
4. **Hybrid Option:** Based on TAB feedback on wanting to build a consensus and general interest in the Safety and Bike/Ped options, TAC Funding and Programming Committee and staff developed a hybrid option, which is meant to fund all of the projects in both the Safety and Bike/Ped options without losing projects in the other modes. It also funds the last transit modernization project and last two Safe Routes to School projects (based on TAB direction). Due to their small funding request, the two Safe Routes to School projects and one multiuse trail project are proposed to be funded with a \$3M increase in Active Transportation funds. This hybrid option includes overprogramming of 14%, whereas the other options are closer to 10%, which is consistent with TAB direction to explore what could be done with additional overprogramming.

**Table 1: Pros and Cons of Each Option**

<b>Option</b>	<b>Pros</b>	<b>Cons</b>
1. Closest to Midpoint	<ul style="list-style-type: none"> <li>• Transit within modal range</li> </ul>	<ul style="list-style-type: none"> <li>• Standard approach</li> </ul>
2. Safety	<ul style="list-style-type: none"> <li>• General interest from TAB in this option</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal change from Option 1</li> <li>• Difficult to determine whether this is the best safety scenario</li> <li>• Transit 0.2% below modal range.</li> </ul>
3. Bike/Ped	<ul style="list-style-type: none"> <li>• General interest from TAB in this option.</li> <li>• Transit within modal range</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal change from Option 1</li> <li>• Modal ranges provide minimal addition of bike/ped projects</li> </ul>
4. Hybrid	<ul style="list-style-type: none"> <li>• Funds all of the projects in the two funding options TAB discussed the most.</li> <li>• Enables funding all of the projects in the bike/ped-heavy option (plus two new Safe Routes to School projects) without losing funding to other modes.</li> </ul>	<ul style="list-style-type: none"> <li>• At the upper end of what is reasonable for overprogramming.</li> <li>• Transit is 0.9% below modal range</li> </ul>

Based on previous direction from the Active Transportation Working Group and TAB, the funding options shown at the June TAB meeting displayed programming roughly \$15.8M of Active Transportation funding for a grants management pilot program. The 14 Active Transportation projects shown at the time included two Multiuse Trails and Bicycle Facilities projects, seven Pedestrian Facilities projects, and seven Safe Routes to School projects. For this pilot project, Active Transportation funding will include a 20% match, as occurs with the federal funds, though this will be revisited for future solicitations. AT projects funded with regional sales tax revenues will be programmed in calendar years 2025 and 2026. The AT projects are above and beyond any federal funding as called for in the legislation.

At the June TAB meeting, the Board asked staff to investigate investing some additional overprogramming funds on the order of another \$5M to \$8M, with a focus on bike/ped projects.

In doing so, staff discussed adding three additional small projects (two Safe Routes to School and one trail project) to the pilot that were \$1M or less (total less than \$3M) with the Active Transportation Working Group on June 27, 2024. In doing so, as reflected in Option 4, it would bring some new communities into the pilot, add new agency types (i.e., a parks agency, which is a type of agency currently not represented in the pilot), and most importantly, avoid adding federal funds/federalizing very small projects, which should be a practice avoided if possible. The funding of these three additional bike/ped projects follows TAB's direction and uses a more appropriate funding source given the small project size. The 17 total Active Transportation projects would result in \$18.7M of total AT investment of the regional sales tax. The Active Transportation Working Group recommended adding the three additional projects for a total of up to \$19M of active transportation funds.

### **Notes on Changes Within Funding Options**

Several committee members have discussed assigning minimum scores or percentages of the top score below which projects could not be funded. Staff cautions against this for several reasons, including the following:

- Several categories, particularly Transit Expansion and Modernization, tend to have large outlier projects connected to transitways, which leads to large scoring gaps and lower scores in general. The large drops in scores are arbitrary and not a fair comparison to percentages in other categories.
- Multiuse Trails and Bicycle Facilities includes several measures that lend themselves to very high scores (Little spread in RBTN, many qualitative scores, few deductions in risk assessment). This leads to higher scores overall and more bunching of scores
- In transit, there are very few applicants, which leads to shorter lists of applications. This is not a reflection of need/demand and probably contributes to the larger scoring gaps.
- Some, but not all, measures are automatically awarded the top score. For example, in Bridges, no project was in a regional truck freight corridor and all should have earned zero points. But per scoring guidance, they were all awarded 100% of the points.

### **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**

While no action was taken at the Transportation Advisory Board (TAB) meeting on June 12, 2024, several members expressed a preference towards funding the two remaining Safe Routes to School projects along with a small increase (\$5M to \$8M) in overprogramming above the existing \$25M (10%), with a focus on bike/ped. There is a general sentiment among TAB members to come together on one option or a melding of the best parts of two or more of the options. There is a preference for building consensus as opposed to passing a motion for a funding option on a split vote.

At its June 20, 2024, meeting, the TAC Funding and Programming Committee unanimously recommended:

- That TAB overprogram to 14% for Bike/Pedestrian and Safety funding options, and use available \$2M in funding for the final Transit Modernization project;
- That TAB funds the 17 Active Transportation projects shown as part of each of the funding options.
- That staff provide pros and cons for the three 2024 Regional Solicitation funding options as described in this action transmittal.

Members suggested adding the Hybrid option to fund more bike/ped options without loss of other projects.

## Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	June 20, 2024
Technical Advisory Committee	Review & Recommend	<i>July 3, 2024</i>
Transportation Advisory Board	Review, Approve, and Forward for Concurrence	<i>July 17, 2024</i>
Transportation Committee	Review & Recommend	<i>August 12, 2024</i>
Metropolitan Council	Review & Concur	<i>August 28, 2024</i>



**Traffic Management Technologies**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20334	Anoka Co *^#	CSAH 1 (East River Road) Traffic Management Technology Im	Anoka	Anoka, Coon Rapids, Fridley	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$2,760,000	\$ 6,260,000	\$3,500,000	100%	1031
2	20488	Washington Co	Washington County Traffic Signal Battery Backup Systems	Washington	Woodbury, Oakdale, Lake Elmo		\$532,000	\$532,000	\$532,000	\$532,000	\$532,000	\$133,000	\$ 665,000	\$4,032,000	82%	843
* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project						\$3,500,000	\$4,032,000	\$4,032,000	\$4,032,000	\$4,032,000						

**Spot Mobility and Safety**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20412	Savage #	TH 13 and Quentin Ave Innovative Intersection	Scott	Savage	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$26,329,000	\$ 29,829,000	\$3,500,000	100%	993
2	20217	Little Canada ^	Little Canada Road and Country Drive Intersection	Ramsey	Little Canada	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$5,414,000	\$ 8,914,000	\$7,000,000	77%	766
3	20494	Washington Co *	Highway 61 and County Road 50 Intersection	Washington	Forest Lake	\$1,674,880	\$1,674,880	\$1,674,880	\$1,674,880	\$1,674,880	\$1,674,880	\$418,720	\$ 2,093,600	\$8,674,880	66%	655
4	20374	Bloomington	CSAH 1 and Old Cedar Avenue Intersection Safety Improvements	Hennepin	Bloomington	\$2,747,824	\$2,747,824	\$2,747,824	\$2,747,824	\$2,747,824	\$2,747,824	\$686,956	\$ 3,434,780	\$11,422,704	65%	646
5	20331	Anoka Co	CSAH 14 and CSAH 23 Intersection Project	Anoka	Lino Lakes	\$2,137,360	\$2,137,360	\$2,137,360	\$2,137,360	\$2,137,360	\$2,137,360	\$534,340	\$ 2,671,700	\$13,560,064	62%	616
6	20181	Dakota Co	Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage Road	Dakota	Burnsville		\$1,901,760	\$1,901,760	\$1,901,760	\$1,901,760	\$1,901,760	\$475,440	\$ 2,377,200	\$15,461,824	58%	579
7	20144	Carver Co	CSAH 11 and CSAH 44 Intersection Improvements (project funded in the HSIP solicitation)	Carver	Chaska & Dahlgren Township		\$0	\$0	\$0	\$0	\$1,988,000	\$497,000	\$ 2,485,000	\$17,449,824	57%	568
8	20081	Richfield	Richfield 76th Street and Knox Avenue Intersection Improvement	Hennepin	Richfield		\$2,687,040	\$2,687,040	\$2,687,040	\$2,687,040	\$2,687,040	\$671,760	\$ 3,358,800	\$20,136,864	44%	442
9	20492	Washington Co	CSAH 16 and Settlers Ridge Parkway Intersection in the City of	Washington	Woodbury		\$2,384,160	\$2,384,160		\$2,384,160	\$2,384,160	\$596,040	\$ 2,980,200	\$22,521,024	37%	366
10	20333	Anoka Co	CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout	Anoka	Lino Lakes						\$1,740,051	\$435,013	\$ 2,175,064	\$24,261,075	33%	323
* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project						\$13,560,064	\$20,533,024	\$20,533,024	\$18,148,864	\$20,533,024						

**STRATEGIC CAPACITY**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20480	Burnsville *	Highway 13 Lynn to Washburn Safety & Mobility Project	Dakota, Scott	Burnsville, Savage	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$2,500,000	\$84,664,100	\$10,000,000	100%	1126
2	20330	Anoka Co ^	TH 65/Bunker Lake Boulevard Interchange	Anoka	Ham Lake, Blaine	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$27,125,000	\$37,125,000	\$20,000,000	65%	735
3	20139	Coon Rapids	TH 610 and East River Road Interchange Reconstruction	Anoka	Coon Rapids	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$25,687,000	\$35,687,000	\$30,000,000	51%	573
4	20186	Dakota Co	CSAH 46 Expansion Safety and Mobility Project	Dakota	Coates, Rosemount, Empire		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$31,600,000	\$41,600,000	\$40,000,000	40%	448
5	20195	Carver Co	Highway 5 Victoria Mobility & Safety Project	Carver	Victoria						\$10,000,000	\$9,158,200	\$19,158,200	\$50,000,000	35%	395
6	20050	Dakota Co	I-35/CR 5/50 Interchange Reconstruction	Dakota	Lakeville						\$10,000,000	\$22,670,000	\$32,670,000	\$60,000,000	30%	337
* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project						\$30,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000						

Draft Funding Scenarios-Roadways

STBGP, TA, CMAQ Carbon Reduction

**ROADWAY RECONSTRUCTION-MODERNIZATION**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20240	Saint Paul ^#	Robert Street Reconstruction	Ramsey	Saint Paul	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$14,825,000	\$ 21,825,000	\$ 7,000,000	100%	895
2	20253	Bloomington #	Bloomington W 98th Street at I-35W Modernization Project	Hennepin	Bloomington	\$3,455,040	\$3,455,040	\$3,455,040	\$3,455,040	\$3,455,040	\$3,455,040	\$863,760	\$ 4,318,800	\$ 10,455,040	96%	860
3	20434	Hastings	Hastings Highway 61 Modernization	Dakota	Hastings	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$14,408,861	\$ 21,408,861	\$ 17,455,040	96%	859
4	20242	Anoka (City) *	TH 47 at BNSF Railroad Crossing	Anoka	Anoka	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$12,848,000	\$ 19,848,000	\$ 24,455,040	88%	788
5	20032	Hennepin Co	CSAH 5 (Minnetonka Blvd) Phase 2 Reconstruction Project	Hennepin	St. Louis Park	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$13,800,000	\$ 20,800,000	\$ 31,455,040	85%	760
6	20486	Saint Francis #	TH 47/St. Francis Blvd Modernization	Anoka	St. Francis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$10,988,868	\$ 17,988,868	\$ 38,455,040	80%	716
7	20236	Minneapolis #	University Avenue NE (TH 47) Complete Streets Project (Cent	Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$2,232,520	\$ 9,232,520	\$ 45,455,040	79%	708
8	20245	Minneapolis #	7th St S Reconstruction and Modernization	Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$4,764,500	\$ 11,764,500	\$ 52,455,040	79%	704
9	20035	Hennepin Co #	CSAH 152 (Cedar Ave) Phase 2 Reconstruction Project	Hennepin	Minneapolis		\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$8,140,000	\$ 15,140,000	\$ 59,455,040	75%	672
10	20194	Carver Co	TH 5 and TH 41 Intersection Modernization	Carver	Chaska, Chanhassen		\$7,000,000	\$7,000,000		\$7,000,000	\$7,000,000	\$6,526,900	\$ 13,526,900	\$ 66,455,040	71%	635
11	20033	Hennepin Co #	CSAH 23 (Marshall St NE) Phase 2 Reconstruction Project	Hennepin	Minneapolis			\$7,000,000		\$7,000,000	\$7,000,000	\$4,280,000	\$ 11,280,000	\$ 73,455,040	70%	624
12	20036	Hennepin Co #	CSAH 153 (Lowry Ave NE/Kenzie Terr) Phase 3 Reconstructio	Hennepin	Minneapolis, St. Anthony						\$7,000,000	\$6,090,000	\$ 13,090,000	\$ 80,455,040	67%	601
13	20080	Richfield #	Richfield West 76th Street Modernization	Hennepin	Richfield, Edina						\$3,857,192	\$964,298	\$ 4,821,490	\$ 84,312,232	61%	544
14	20136	Crystal #	W. Broadway Avenue and Douglas Drive Roundabout Modern	Hennepin	Crystal						\$3,638,632	\$909,658	\$8,600,000	\$ 87,950,864	60%	533
15	20034	Hennepin Co	CSAH 30 (93rd Ave) Reconstruction Project	Hennepin	Brooklyn Park, Maple Grove, Osseo						\$7,000,000	\$5,190,000	\$ 12,190,000	\$ 94,950,864	58%	515
16	20041	Dakota Co	117th Street Reconstruction and Modernization	Dakota	Inver Grove Heights						\$4,870,000	\$17,467,095	\$ 22,337,095	\$ 99,820,864	50%	443
17	20490	Washington Co	CSAH 17 Corridor Improvements in Lake Elmo: CSAH 14 to 41	Washington	Lake Elmo						\$7,000,000	\$2,222,800	\$ 9,222,800	\$ 106,820,864	46%	411
						\$52,455,040	\$66,455,040	\$73,455,040	\$59,455,040	\$73,455,040						

\* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

**BRIDGES**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20043	Ramsey Co #	Replacement of Bridge 62519, CR C (CSAH 23) over the Burl	Ramsey	Roseville	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 1,848,926	\$ 8,848,926	\$ 7,000,000	100%	931
2	20297	Minneapolis #	Cedar Lake Road Bridge Replacement Over BNSF Railway	Hennepin	Minneapolis	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 1,213,600	\$ 6,068,000	\$ 11,854,400	97%	903
3	20037	Hennepin Co #	CSAH 40 (Glenwood Ave) Bridge Replacement	Hennepin	Minneapolis						\$ 3,304,000	\$ 826,000	\$ 4,130,000	\$ 15,158,400	91%	845
4	20038	Hennepin Co	CSAH 121 (Fernbrook Ln) Bridge Replacement	Hennepin	Maple Grove						\$ 1,968,000	\$ 492,000	\$ 2,460,000	\$ 17,126,400	85%	788
5	20039	Hennepin Co #	CSAH 146 (Brown Rd) Bridge Replacement	Hennepin	Orono						\$ 2,672,000	\$ 668,000	\$ 3,340,000	\$ 19,798,400	79%	736
						\$11,854,400	\$11,854,400	\$11,854,400	\$11,854,400	\$11,854,400						

# = Equity Bonus Project

Total Roadway Spending \$111,369,504 \$142,874,464 \$149,874,464 \$133,490,304 \$149,874,464



**TRANSIT EXPANSION**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20313	MVTA #	MOA to MN Zoo Service		X	Dakota, Hennepin	Bloomington, Apple Valley, Eagan	\$4,546,614	\$4,546,614	\$4,546,614	\$4,546,614	\$4,546,614	\$4,546,614	\$1,136,654	\$5,683,268	\$4,546,614	100%	1011
2	20315	MVTA	4FUN Service Expansion		X	Dakota	Apple Valley, Rosemount	\$2,957,100	\$2,957,100	\$2,957,100	\$2,957,100	\$2,957,100	\$2,957,100	\$739,275	\$3,696,375	\$7,503,714	95%	960
3	20306	Metro Transit	Metro Transit micro - Minnetonka Expansion		X	Hennepin	Minnetonka	\$4,253,600	\$4,253,600	\$4,253,600	\$4,253,600	\$4,253,600	\$4,253,600	\$1,063,400	\$5,317,000	\$11,757,314	66%	666
4	20237	Metro Transit #	Metro transit micro - G Line Expansion		X	Dakota	Mendota Hts, Mendota, Lilydale, W St. Paul, Inver Grove Hts	\$3,986,533	\$3,986,533	\$3,986,533	\$3,986,533	\$3,986,533	\$3,986,533	\$996,633	\$4,983,166	\$15,743,847	60%	610
5	20314	MVTA	Apple Valley Transit Station to Dakota County Technical College Service		X	Dakota, Hennepin, Scott	Prior Lake, Shakopee, Savage, Burnsville, Eagan, Bloomington		\$2,212,232				\$2,212,232	\$553,058	\$2,765,290	\$17,956,079	53%	537
# = Equity Bonus Project								\$15,743,847	\$17,956,079	\$15,743,847	\$15,743,847	\$15,743,847						

**TRANSIT MODERNIZATION**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20075	Metro Transit #	Blue Line Franklin Ave Station Renovation			Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$5,750,000	\$12,750,000	\$7,000,000	100%	937
2	20308	MVTA	Burnsville Transit Station Mobility Hub		X	Dakota	Burnsville	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$1,400,000	\$7,000,000	\$12,600,000	58%	541
3	20310	MVTA #	Eagan Transit Station Modernization		X	Dakota	Eagan		\$1,709,062	\$1,709,062	\$1,709,062	\$1,709,062	\$1,709,062	\$427,265	\$2,136,327	\$14,309,062	51%	475
4	20309	MVTA	Eagan Bus Garage Modernization		X	Dakota	Eagan		\$2,142,482			\$2,142,482	\$2,142,482	\$535,620	\$2,678,102	\$16,451,543	46%	430
# = Equity Bonus Project								\$12,600,000	\$16,451,543	\$14,309,062	\$14,309,062	\$16,451,543						

**Arterial Bus Rapid Transit**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
		Metro Transit	H Line	X		Ramsey, Hennepin	St. Paul, Minneapolis	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$6,250,000	\$31,250,000	\$25,000,000	N/A	
								\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000						

**TMO/TDM**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
			TMO Setaside for 2028-2029	N/A	N/A			\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$1,250,000	\$6,250,000	\$5,000,000	N/A	
			TDM Setaside for 2028-2029	N/A	N/A			\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$6,200,000	N/A	
								\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000						

**Travel Demand Management**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20462	HourCar #	Expanding Access to the Benefits of Electrified Transportation	N/A	N/A	Hennepin, Ramsey	Mpls, St. Paul, St. Louis Park, Hopkins, Richfield, Bloomington, Little Canada	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$125,000	\$625,000	\$500,000	100%	1089
2	20311	MVTA	Travel Training Program	N/A	N/A	Dakota, Scott	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$100,000	\$500,000	\$900,000	89%	974
3	20489	Move Minnesota #	Embracing East Metro Transit Expansions Through Events	N/A	N/A	Ramsey, Washington	Saint Paul, Roseville, Woodbury, Maplewood, Oakdale	\$492,349	\$492,349	\$492,349	\$492,349	\$492,349	\$492,349	\$123,088	\$615,437	\$1,392,349	67%	732
4	20312	MVTA	Event Service Coordination Program	N/A	N/A	Dakota	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount		\$400,000				\$400,000	\$100,000	\$500,000	\$1,792,349	60%	649
5	20439	Minneapolis Park and Rec	Cycling elderly to and within Minneapolis city parks	N/A	N/A	Hennepin	Minneapolis		\$285,450				\$285,450	\$71,363	\$356,813	\$2,077,799	53%	579
# = Equity Bonus Project								\$1,392,349	\$2,077,799	\$1,392,349	\$1,392,349	\$1,392,349						

Total Transit/TDM Spending

\$59,736,196

\$66,485,421

\$61,445,257

\$61,445,257

\$63,587,739

Draft 2024 Funding Scenarios-Bicycle and Pedestrian

STBGP, TA, CMAQ Carbon Reduction Active Transportation (AT)

Additional Overprogramming

MULTIUSE TRAILS AND BICYCLE FACILITIES

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20260	Hennepin Co #	CSAH 152 (Washington Ave) Bikeway Project	Hennepin	Minneapolis	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$4,070,000	\$9,570,000	\$5,500,000	100%	1003
2	20235	Minneapolis #	Northside Greenway Phase 2	Hennepin	Minneapolis	\$2,865,490	\$2,865,490	\$2,865,490	\$2,865,490	\$2,865,490	\$2,865,490	\$716,373	\$3,581,863	\$8,365,490	95%	955
3	20243	Minneapolis *	University Avenue and 4th Street Separated Bicycle Facilities	Hennepin	Minneapolis	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$2,860,130	\$8,360,130	\$13,865,490	95%	950
4	20222	Minneapolis #	E/W 34th St Neighborhood Greenway	Hennepin	Minneapolis	\$3,024,000	\$3,024,000	\$3,024,000	\$3,024,000	\$3,024,000	\$3,024,000	\$756,000	\$3,780,000	\$16,889,490	91%	912
5	20170	Three Rivers PD #	CP Rail Regional Trail: North Segment (New Construction)	Hennepin	New Hope, Crystal, Golden Valley	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$1,575,384	\$7,075,384	\$22,389,490	87%	876
6	20196	Dakota Co	CSAH 42 Trail Gap Project	Dakota	Burnsville		\$1,444,000	\$1,444,000	\$1,444,000	\$1,444,000	\$1,444,000	\$361,000	\$1,805,000	\$23,833,490	86%	863
7	20254	Hennepin Co	CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project	Hennepin	Minneapolis		\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$3,560,000	\$9,060,000	\$29,333,490	86%	861
8	20247	Farmington #	North Creek Greenway - Farmington	Dakota	Farmington		\$1,579,776	\$1,579,776	\$1,579,776	\$1,579,776	\$1,579,776	\$394,944	\$1,974,720	\$18,469,266	85%	857
9	20173	Three Rivers PD #	North Cedar Lake Regional Trail - Reconstruction	Hennepin	St. Louis Park, Hopkins				\$4,104,674	\$4,104,674	\$4,104,674	\$1,026,168	\$5,130,842	\$33,438,164	84%	845
10-T	20166	Three Rivers PD #	Shingle Creek Regional Trail - Reconstruction	Hennepin	Brooklyn Park	Potential New AT			\$966,963	\$966,963	\$966,963	\$241,741	\$1,208,704	\$34,405,127	84%	844
10-T	20174	Three Rivers PD #	CP Rail Regional Trail - South Segment (New Construction/Reconstruction)	Hennepin	Edina, Bloomington				\$5,500,000	\$5,500,000	\$5,500,000	\$1,723,698	\$7,223,698	\$39,905,127	84%	844
12	20226	Dakota Co #	River to River Greenway Valley Park Trail & TH 149 Underpass	Dakota	Mendota Heights				\$2,080,000	\$2,080,000	\$2,080,000	\$520,000	\$2,600,000	\$41,985,127	82%	823
13	20261	Three Rivers PD #	Medicine Lake Regional Trail: East Segment (Reconstruction)	Hennepin	Plymouth						\$3,137,078	\$784,269	\$3,921,347	\$45,122,205	82%	821
14	20227	Dakota Co	North Creek Greenway CSAH 42 Trail and Crossing	Dakota	Apple Valley						\$2,100,000	\$525,000	\$2,625,000	\$47,222,205	82%	819
15	20493	Shakopee	Stagecoach Rd Trail	Scott	Shakopee						\$600,000	\$150,000	\$750,000	\$47,822,205	81%	817
16	20233	Dakota Co #	Butler Avenue Trail	Dakota	West Saint Paul						\$1,375,200	\$343,800	\$1,719,000	\$49,197,405	79%	796
17	20482	Hopkins #	17th Avenue Multiuse Trail Green Line Connection	Hennepin	Hopkins						\$1,960,000	\$490,000	\$2,450,000	\$51,157,405	79%	791
18	20078	Richfield #	Richfield 73rd Street Ped/Bike Bridge Modernization & Trail Connections	Hennepin	Richfield						\$5,500,000	\$2,627,520	\$8,127,520	\$56,657,405	78%	785
19	20172	Three Rivers PD #	Lake Independence Regional Trail (Reconstruction)	Hennepin	Orono						\$2,558,838	\$639,710	\$3,198,548	\$59,216,243	78%	780
T-20	20475	St. Louis Park #	St. Louis Park - West End Trail Connection	Hennepin	St. Louis Park						\$4,000,000	\$1,000,000	\$5,000,000	\$63,216,243	78%	779
T-20	20183	Three Rivers PD #	West Mississippi River Regional Trail: East Segment - New Construction	Hennepin	Champlin						\$3,863,348	\$965,838	\$4,829,186	\$67,079,591	78%	779
T-22	20171	Three Rivers PD #	Dakota Rail - Luce Line Connector	Hennepin	Orono, Wayzata						\$3,410,993	\$852,748	\$4,263,741	\$70,490,584	77%	770
T-22	20228	Dakota Co	Lake Marion Greenway Lakeville Trail	Dakota	Lakeville						\$2,800,000	\$700,000	\$3,500,000	\$73,290,584	77%	770
24	20485	South Saint Paul #	Bryant Avenue Pedestrian Bridge	Dakota	South Saint Paul						\$4,960,000	\$1,240,000	\$6,200,000	\$78,250,584	77%	768
25	20187	Saint Paul #	Flandrau St Bicycle Boulevard	Ramsey	Saint Paul						\$2,383,660	\$595,915	\$2,979,575	\$80,634,244	74%	741
26	20062	Brooklyn Park	Brooklyn Park - Rush Creek Regional Trail Grade Separation at CSAH 103/Winnetka Ave N	Hennepin	Brooklyn Park						\$1,136,080	\$284,020	\$1,420,100	\$81,770,324	73%	733
27	20513	Fridley	Mississippi Street/CSAH 6 Trail Construction	Anoka	Fridley						\$5,500,000	\$1,790,950	\$7,290,950	\$87,270,324	73%	732
28	20044	Ramsey Co	Victoria Street Regional Trail	Ramsey	Roseville, Shoreview						\$2,391,812	\$597,953	\$2,989,765	\$89,662,136	73%	730
29	20045	Ramsey Co	Lake Johanna Boulevard Regional Trail, City of Arden Hills, Ramsey County	Ramsey	Arden Hills						\$4,399,933	\$1,099,983	\$5,499,916	\$94,062,069	70%	702
30	20479	Ramsey Co	County Road D Multiuse Trail	Ramsey	Vadnais Heights, Little Canada, Maplewood						\$3,005,349	\$751,337	\$3,756,686	\$97,067,418	70%	699
T-31	20141	Ramsey Co	Vadnais Boulevard Regional Trail	Ramsey	Vadnais Heights, Little Canada						\$5,500,000	\$3,043,521	\$8,543,521	\$102,567,418	70%	698
T-31	20502	Washington Co	Hardwood Creek Regional Trail Extension	Washington	Hugo						\$580,238	\$503,525	\$1,083,763	\$103,147,656	69%	689
33	20389	Scott Co	Louisville Segment to the Merriam Junction Regional Trail	Scott	Shakopee, Louisville Township						\$5,500,000	\$2,264,752	\$7,764,752	\$108,647,656	69%	687
34	20143	Carver Co	MN River Bluffs Regional Trail	Carver	Chanhassen, Eden Prairie						\$1,861,600	\$465,400	\$2,327,000	\$110,509,256	68%	680
35	20231	Three Rivers PD #	Medicine Lake Regional Trail - West Segment (Reconstruction)	Hennepin	Maple Grove						\$3,522,812	\$880,703	\$4,403,515	\$114,032,068	67%	670
36	20182	Three Rivers PD #	Crow River Regional Trail: New Construction	Hennepin	Greenfield, Rockford						\$1,466,551	\$366,638	\$1,833,189	\$115,498,619	64%	641
37	20427	Lakeville	Holyoke Avenue Pedestrian Underpass Improvements	Dakota	Lakeville						\$1,052,784	\$263,196	\$1,315,980	\$116,551,403	61%	608
38	20259	Hennepin Co	CR 116 (Fletcher Ln) Bikeway Project	Hennepin	Corcoran, Rogers						\$5,500,000	\$1,550,000	\$7,050,000	\$122,051,403	58%	587

\* = Deficiencies/Safety High Score; #Equity Bonus Project

\$22,389,490 \$30,913,266 \$30,913,266 \$43,564,903 \$43,564,903

**Draft Funding Scenarios-Bicycle and Pedestrian  
PEDESTRIAN FACILITIES**

STBGP, TA, CMAQ Carbon Reduction Active Transportation

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20210	Minneapolis	Nicollet Avenue pedestrian improvements	Hennepin	Minneapolis	\$1,983,200	\$1,983,200	\$1,983,200	\$1,983,200	\$1,983,200	\$1,983,200	\$495,800	\$2,479,000	\$1,983,200	96%	964
2	20409	Minneapolis	Marcy-Holmes Dinkytown Pedestrian Improvements	Hennepin	Minneapolis	\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$377,000	\$1,885,000	\$3,491,200	86%	866
3	20402	Minneapolis	26th St, 27th St, and 28th St pedestrian improvements	Hennepin	Minneapolis	\$1,620,000	\$1,620,000	\$1,620,000	\$1,620,000	\$1,620,000	\$1,620,000	\$405,000	\$2,025,000	\$5,111,200	84%	846
4	20147	Brooklyn Center *#	Brooklyn Center High School Pedestrian Improvements	Hennepin	Brooklyn Center		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$878,000	\$2,878,000	\$7,111,200	84%	839
5	20063	Brooklyn Park	Blue Line Extension LRT Sidewalk Connections	Hennepin	Brooklyn Park		\$1,480,800	\$1,480,800	\$1,480,800	\$1,480,800	\$1,480,800	\$370,200	\$1,851,000	\$8,592,000	81%	813
6	20303	Saint Paul	Saint Paul Gold Line Pedestrian Enhancement	Ramsey	Saint Paul		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$592,825	\$2,592,825	\$10,592,000	77%	767
7	20077	Richfield	Richfield 73rd Street Sidewalk	Hennepin	Richfield		\$1,046,040	\$1,046,040	\$1,046,040	\$1,046,040	\$1,046,040	\$261,510	\$1,307,550	\$11,638,040	74%	746
T-8	20487	Burnsville	Greenwood Drive Sidewalk	Dakota	Burnsville		\$269,150	\$269,150	\$269,150	\$269,150	\$269,150	\$67,288	\$336,438	\$11,907,190	73%	731
T-8	20201	Woodbury	Valley Creek Road Trail Gap	Washington	Woodbury		\$963,200	\$963,200	\$963,200	\$963,200	\$963,200	\$240,800	\$1,204,000	\$12,870,390	73%	731
10	20079	Richfield	Richfield 64th Street Sidewalk	Hennepin	Richfield		\$853,660	\$853,660	\$853,660	\$853,660	\$853,660	\$213,415	\$1,067,075	\$13,724,050	71%	709
11	20248	West Saint Paul	Lothenbach Avenue Sidewalk	Dakota	West St. Paul		\$756,800	\$756,800	\$756,800	\$756,800	\$756,800	\$189,200	\$946,000	\$14,480,850	69%	693
12	20373	Bloomington	Normandale Boulevard Pedestrian Improvements	Hennepin	Bloomington				\$2,000,000	\$2,000,000	\$2,000,000	\$704,628	\$2,704,628	\$16,480,850	68%	686
13	20255	Hennepin Co	CSAH 35 (Portland Ave) Pedestrian Project	Hennepin	Minneapolis						\$2,000,000	\$820,000	\$2,820,000	\$18,480,850	68%	681
14	20256	Hennepin Co	CSAH 70 (Medicine Lake Rd) Pedestrian Project	Hennepin	Crystal, Golden Valley, New Hope						\$2,000,000	\$530,000	\$2,530,000	\$20,480,850	67%	669
15	20193	Carver Co	Rolling Acres Road Pedestrian Grade Separated Crossing	Carver	Victoria						\$2,000,000	\$2,763,000	\$4,763,000	\$22,480,850	66%	657
16	20476	Carver (City)	City of Carver Main Street Pedestrian Project	Carver	Carver						\$2,000,000	\$574,430	\$2,574,430	\$24,480,850	63%	631
17	20202	Woodbury	Woodbury Pedestrian System Gaps Project	Washington	Woodbury						\$1,635,494	\$408,874	\$2,044,368	\$26,116,344	62%	621
						\$5,111,200	\$14,480,850	\$14,480,850	\$16,480,850	\$16,480,850						

\* = Deficiencies/Safety High Score; #Equity Bonus Project

**SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20410	Fridley *	Fridley SRTS Improvements Project	Anoka	Fridley	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$253,000	\$1,253,000	\$1,000,000	93%	936
2	20414	South Saint Paul #	Marie Avenue SRTS	Dakota	South St. Paul	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,370,000	\$5,370,000	\$2,000,000	92%	921
3	20263	Minneapolis #	Pleasant Ave Safe Routes to School Improvements	Hennepin	Minneapolis		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$269,100	\$1,269,100	\$3,000,000	89%	890
4	20495	Dakota Co	Butler Avenue (CR 4) School Safety Improvements	Dakota	West St. Paul		\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$80,000	\$400,000	\$3,320,000	78%	782
5	20251	Saint Paul #	West Side SRTS Pedestrian Improvements	Ramsey	Saint Paul		\$777,400	\$777,400	\$777,400	\$777,400	\$777,400	\$194,350	\$971,750	\$4,097,400	73%	728
6	20262	Minneapolis #	Hayes St & Ulysses St Safe Routes to School	Hennepin	Minneapolis		\$953,320	\$953,320	\$953,320	\$953,320	\$953,320	\$238,330	\$1,191,650	\$5,050,720	72%	718
7	20128	Jordan	Sunset Drive Improvements	Scott	Jordan		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$679,000	\$1,679,000	\$6,050,720	71%	709
8	20449	Lakeville	185th Street Trail Project (SRTS)	Dakota	Lakeville		\$704,500	\$704,500	\$704,500	\$704,500	\$704,500	\$176,240	\$880,740	\$6,755,220	69%	689
9	20258	Hennepin Co	CSAH 82 (Mill St) SRTS Project	Hennepin	Excelsior, Shorewood	Potential New AT				\$1,000,000	\$1,000,000	\$2,170,000	\$3,170,000	\$7,755,220	64%	640
10	20408	Arden Hills #	Old Highway 10 Trail SRTS Improvements	Ramsey	Arden Hills	Potential New AT				\$1,000,000	\$1,000,000	\$2,679,000	\$3,679,000	\$8,755,220	64%	639
						\$2,000,000	\$6,755,220	\$6,755,220	\$6,755,220	\$8,755,220						

\* = Deficiencies/Safety High Score; #Equity Bonus Project

\$29,500,690 \$52,149,336 \$52,149,336 \$66,800,973 \$68,800,973

**2024 Regional Solicitation Application Scoring**  
**Unique Projects**

2026-27 Setaside

2026-27 funds set aside in 2022 Regional Solicitation

Rank	ID	Application	County	Cities	Year	All Scenarios	Federal Request	Cumulative Request	Final Score
0	N/A	Travel Behavior Inventory	All	All	2026	\$1,250,000	\$1,250,000	\$1,250,000	N/A
1	20426	St Paul EV Carshare Vehicles for Evie and EV Spot Network	Hennepin, Ramsey	Saint Paul, Minneapolis	2026   2025	\$1,400,000	\$1,400,000	\$2,650,000	656
2	20478	WashCo EV Carshare Gold Line BRT	Washington	Oakdale, Woodbury	2026   2027	\$639,936	\$639,936	\$3,289,936	614
3	20257	Minneapolis Ramp A Mobility Hub*	Hennepin	Minneapolis	2026, 2027	\$1,218,064	\$1,218,064	\$4,508,000	501
4	20230	Global Wellness Hyperloop	Dakota, Hennepin	Multiple	2026   2025		\$2,000,000	\$6,508,000	302
5	20415	Global Wellness Intl. Commerce Mobility	Region-Wide	Region-Wide	2026   2025		\$480,000	\$6,988,000	266
6	20491	OurStreetsMpls Building Awareness of Transp Impact on Environmental Health	Region-Wide	Region-Wide	2026, 2027   2025, 2026, 2027		\$2,640,000	\$9,628,000	-

**\$4,508,000**

\*Full funding award given to all projects above the funding line.

Note: \$1.2M of 2028/2029 funding is set-aside for the Travel Behavior Inventory to be considered further by TAB as part of the 2026 Regional Solicitation cycle.

Regional Solicitation Funding by Scenario by County (2014-2022 and Draft 2024)

1. Closest to Midpoint Option																				
County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	11.5%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	10.1%	\$ 40,815,931	15.6%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3.4%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	7.7%	\$ 7,178,571	2.8%	\$65	\$ 76,232,731	5.2%	\$692	Carver
Dakota	444,985	13.9%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 50,160,451	19.2%	\$113	\$ 157,838,696	10.8%	\$355	Dakota
Hennepin	1,293,651	40.5%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	44.3%	\$ 106,475,217	40.8%	\$87	\$ 696,116,424	47.4%	\$538	Hennepin
Ramsey	551,195	17.2%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	21.3%	\$ 39,152,146	15.0%	\$71	\$ 256,619,938	17.5%	\$466	Ramsey
Scott	154,395	4.8%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	2.1%	\$ 10,615,982	4.1%	\$69	\$ 67,791,839	4.6%	\$439	Scott
Washington	274,589	8.6%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.2%	\$ 6,618,922	2.5%	\$24	\$ 64,252,626	4.4%	\$234	Washington
<b>Totals</b>	<b>3,186,349</b>	<b>100.0%</b>	<b>100.0%</b>	<b>\$ 206,027,781</b>	<b>100.0%</b>	<b>\$ 220,073,258</b>	<b>100.0%</b>	<b>\$ 193,270,542</b>	<b>100.0%</b>	<b>\$ 201,025,055</b>	<b>100.0%</b>	<b>\$ 386,105,520</b>	<b>100.0%</b>	<b>\$ 261,017,221</b>	<b>100%</b>	<b>Avg. \$82 per person</b>	<b>\$ 1,467,519,377</b>		<b>Avg. \$461 per person</b>	

Data for population and employment based on Metropolitan Council 2022 estimates.

2. Safety Option																				
County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	11.5%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	10.1%	\$ 40,815,931	15.5%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3.4%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	7.7%	\$ 7,178,571	2.7%	\$65	\$ 76,232,731	5.2%	\$692	Carver
Dakota	444,985	13.9%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 46,880,559	17.8%	\$105	\$ 154,558,804	10.5%	\$347	Dakota
Hennepin	1,293,651	40.5%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	46.0%	\$ 112,452,356	42.8%	\$87	\$ 702,093,563	47.8%	\$543	Hennepin
Ramsey	551,195	17.2%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	19.6%	\$ 39,152,146	14.9%	\$71	\$ 256,619,938	17.5%	\$466	Ramsey
Scott	154,395	4.8%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	2.1%	\$ 9,878,571	3.8%	\$64	\$ 67,054,429	4.6%	\$434	Scott
Washington	274,589	8.6%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.3%	\$ 6,618,922	2.5%	\$24	\$ 64,252,626	4.4%	\$234	Washington
<b>Totals</b>	<b>3,186,349</b>	<b>100.0%</b>	<b>100.0%</b>	<b>\$ 206,027,781</b>	<b>100.0%</b>	<b>\$ 220,073,258</b>	<b>100.0%</b>	<b>\$ 193,270,542</b>	<b>100.0%</b>	<b>\$ 201,025,055</b>	<b>100.0%</b>	<b>\$ 386,105,520</b>	<b>100.1%</b>	<b>\$ 262,977,057</b>	<b>100%</b>	<b>Avg. \$83 per person</b>	<b>\$ 1,469,479,213</b>		<b>Avg. \$461 per person</b>	

Data for population and employment based on Metropolitan Council 2022 estimates.

3. Bike/Ped Heavy Option																				
County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	7.5%	\$ 40,815,931	15.6%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	6.5%	\$ 178,571	0.1%	\$2	\$ 69,232,731	4.7%	\$629	Carver
Dakota	444,985	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 48,960,559	18.7%	\$110	\$ 156,638,804	10.7%	\$352	Dakota
Hennepin	1,293,651	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	45.4%	\$ 118,023,993	45.2%	\$91	\$ 707,665,200	48.2%	\$547	Hennepin
Ramsey	551,195	17%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	22.1%	\$ 39,152,146	15.0%	\$71	\$ 256,619,938	17.5%	\$466	Ramsey
Scott	154,395	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	3.5%	\$ 9,878,571	3.8%	\$64	\$ 67,054,429	4.6%	\$434	Scott
Washington	274,589	9%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.3%	\$ 4,234,762	1.6%	\$15	\$ 61,868,466	4.2%	\$225	Washington
<b>Totals</b>	<b>3,186,349</b>			<b>\$ 206,027,781</b>		<b>\$ 220,073,258</b>		<b>\$ 193,270,542</b>		<b>\$ 201,025,055</b>		<b>\$ 386,105,520</b>		<b>\$ 261,244,534</b>		<b>Avg. \$82 per person</b>	<b>\$ 1,467,746,690</b>		<b>Avg. \$461 per person</b>	

Data for population and employment based on Metropolitan Council 2022 estimates.

4. Hybrid Option																				
County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	7.5%	\$ 40,815,931	15.6%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	6.5%	\$ 7,178,571	2.7%	\$65	\$ 76,232,731	5.2%	\$692	Carver
Dakota	444,985	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 51,103,040	19.6%	\$115	\$ 158,781,285	10.8%	\$357	Dakota
Hennepin	1,293,651	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	45.4%	\$ 126,023,993	48.2%	\$97	\$ 715,665,200	48.8%	\$553	Hennepin
Ramsey	551,195	17%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	22.1%	\$ 40,152,146	15.4%	\$73	\$ 257,619,938	17.6%	\$467	Ramsey
Scott	154,395	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	3.5%	\$ 9,878,571	3.8%	\$64	\$ 67,054,429	4.6%	\$434	Scott
Washington	274,589	9%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.3%	\$ 6,618,922	2.5%	\$24	\$ 64,252,626	4.4%	\$234	Washington
<b>Totals</b>	<b>3,186,349</b>			<b>\$ 206,027,781</b>		<b>\$ 220,073,258</b>		<b>\$ 193,270,542</b>		<b>\$ 201,025,055</b>		<b>\$ 386,105,520</b>		<b>\$ 281,771,176</b>		<b>Avg. \$88 per person</b>	<b>\$ 1,488,273,332</b>		<b>Avg. \$467 per person</b>	

## Draft 2024 Funding Scenarios

### Modal Funding Ranges

Roadways	Range of 46%-65%
Transit/TDM	Range of 25%-35%
Bike/Ped	Range of 9%-20%

### Base Funding (STBG, TA, CMAQ)

Roadways	\$	111,369,504	55.5%
Transit/TDM	\$	59,736,196	29.8%
Bike/Ped	\$	29,500,690	14.7%
Total	\$	200,606,390	100.0%

### Revenues

STBG	111,000,000	
TA	28,000,000	206,000,000 (Total STBG, TA, CMAQ)
CMAQ	67,000,000	
Carbon Reduction	15,000,000	
PROTECT	7,300,000	
Overprogramming Additional	25,000,000	10%
Overprogramming	10,000,000	4%
<b>Federal Total</b>	<b>263,300,000</b>	
Active Transportation	18,732,689	
<b>Grand Total</b>	<b>282,032,689</b>	

For the 3 Funding Options Below: Includes the Base Plus Carbon, PROTECT, and Overprogramming, but Excludes Active Transportation

#### 1. Closest to Midpoint

Roadways	\$	142,874,464	58.1%
Transit/TDM	\$	66,485,421	27.1%
Bike/Ped	\$	36,383,610	14.8%
Total	\$	245,743,495	100.0%

Active Transportation		New Bike/Ped Total
\$	15,765,726	\$ 52,149,336

#### 2. Safety

Roadways	\$	149,874,464	60.5%
Transit/TDM	\$	61,445,257	24.8%
Bike/Ped	\$	36,383,610	14.7%
Total	\$	247,703,331	100.0%

\$	15,765,726	\$ 52,149,336
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#### 3. Bike/Ped

Roadways	\$	133,490,304	54.3%
Transit/TDM	\$	61,445,257	25.0%
Bike/Ped	\$	51,035,247	20.7%
Total	\$	245,970,808	100.0%

\$	15,765,726	\$ 66,800,973
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#### 4. Hybrid

Roadways	\$	149,874,464	56.9%
Transit/TDM	\$	63,587,739	24.1%
Bike/Ped	\$	50,068,284	19.0%
Total	\$	263,530,487	100.0%

\$	18,732,689	\$ 68,800,973	Total
			\$ 282,263,176

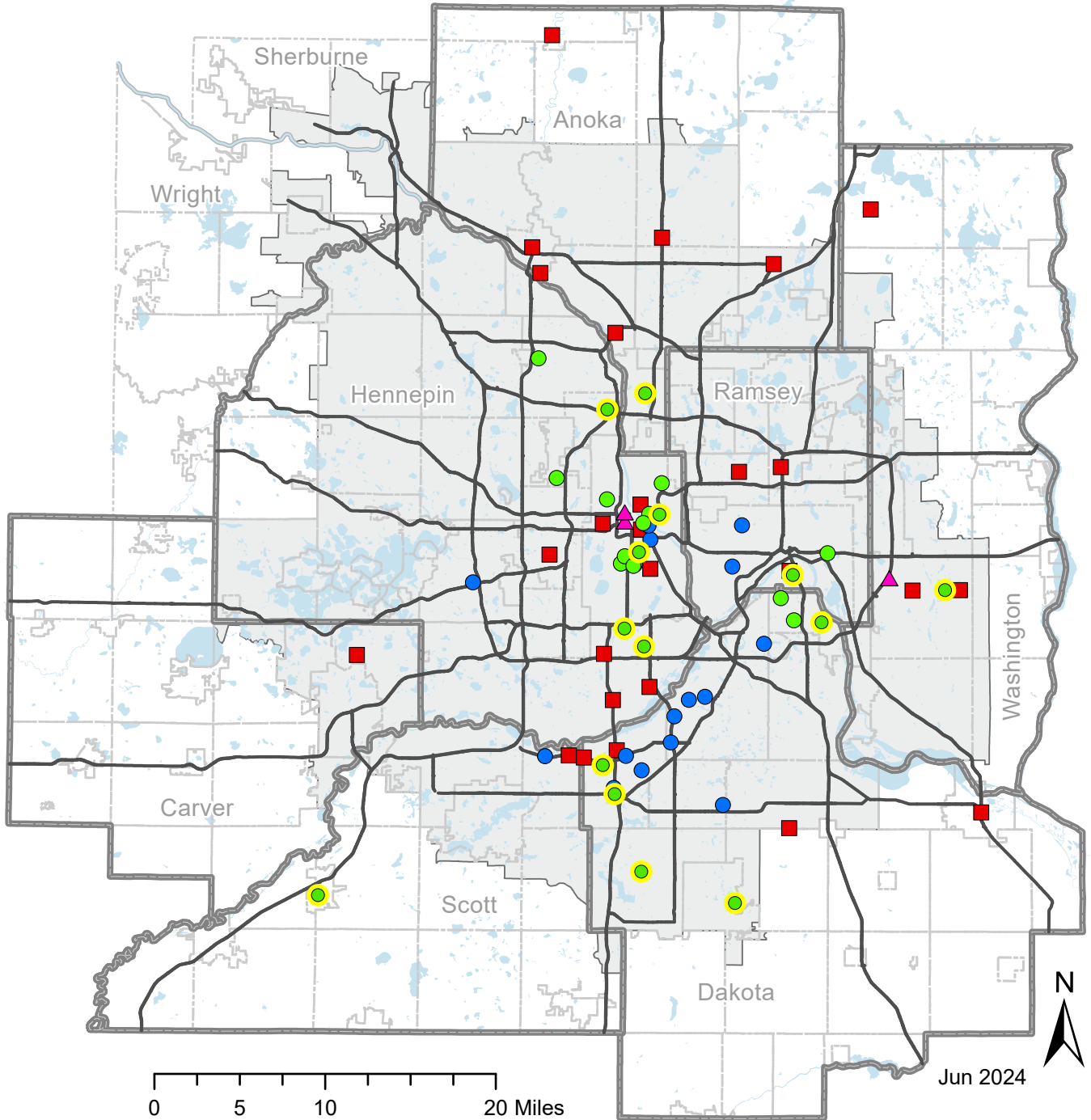


**Key Differences Summary**

Variables	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid
Total Projects Funded	71	68	70	76
<b>Total Roadways Applications</b>	40	40	40	40
Projects Funded	27	28	25	28
<b>% Funding of Mode (Excluded Active Transportation \$)</b>	58.1%	60.5%	54.3%	56.9%
<b>% of Applications Funded</b>	27/40 (68%)	28/40 (70%)	25/40 (63%)	28/40 (70%)
Traffic Management Technologies	2	2	2	2
Spot Mobility and Safety	9	9	8	9
Strategic Capacity	4	4	4	4
Roadway Reconstruction-Modernization	10	11	9	11
Bridges	2	2	2	2
<b>Total Transit/TDM Applications</b>	17	17	17	17
Projects Funded	17	13	13	14
<b>% Funding of Mode</b>	27.1%	24.8%	25.0%	24.1%
<b>% of Applications Funded</b>	17/17 (100%)	13/17 (76.5%)	13/17 (76.5%)	14/17 (82.4%)
Transit Expansion	5	4	4	4
Transit Modernization	4	3	3	4
Arterial Bus Rapid Transit	1	1	1	1
TMO/TDM Setaside	2	2	2	2
Travel Demand Management	5	3	3	3
<b>Total Bike/Ped Applications</b>	65	65	65	65
Projects Funded	27	27	32	34
<b>% Funding of Mode (Excluded Active Transportation \$)</b>	14.8%	14.7%	20.7%	19.0%
<b>% Funding of Mode (Includes AT)</b>	21.2%	21.1%	27.2%	26.1%
<b>% of Applications Funded</b>	27/65 (41.5%)	27/65 (41.5%)	32/65 (49.2%)	34/65 (52.3%)
Multiuse Trails and Bike Facilities	8	8	12	12
Pedestrian Facilities	11	11	12	12
Safe Routes to School	8	8	8	10
Federal Dollars Awarded	\$246M	\$248M	\$246M	\$264M
Active Transportation Dollars Awarded	\$15.8M	\$15.8M	\$15.8M	\$18.8M
Other Local Dollars Leveraged	\$263.6M	\$266.3M	\$259.1M	\$275.9M
Total Investment	\$525.5M	\$530.1M	\$520.9M	\$558.7M

Key Outcomes				
Equity Bonus Project	29 out of 49	30 out of 49	32 out of 49	34 out of 49
Roadways Safety High Score (Crashes)	4 out of 4	4 out of 4	4 out of 4	4 out of 4
Roadways Safety High Score (Ped)	4 out of 4	4 out of 4	4 out of 4	4 out of 4
Bike/Ped Deficiencies/Safety High Score	3 out of 3	3 out of 3	3 out of 3	3 out of 3
Monetized Safety Benefit (Roadway Projects Only, Excluding Bridges)	\$287.5M	\$293.1M	\$285.4M	\$293.1M
Intersections with ADA Improvements	465	473	484	509
Counties with Investment within Border (Project Location)	7	7	7	7
Cities/Townships with Investment within Border (Project Location)	48	48	48	52
Different Applicants Funded	32	31	31	32

# Closest to Midpoint



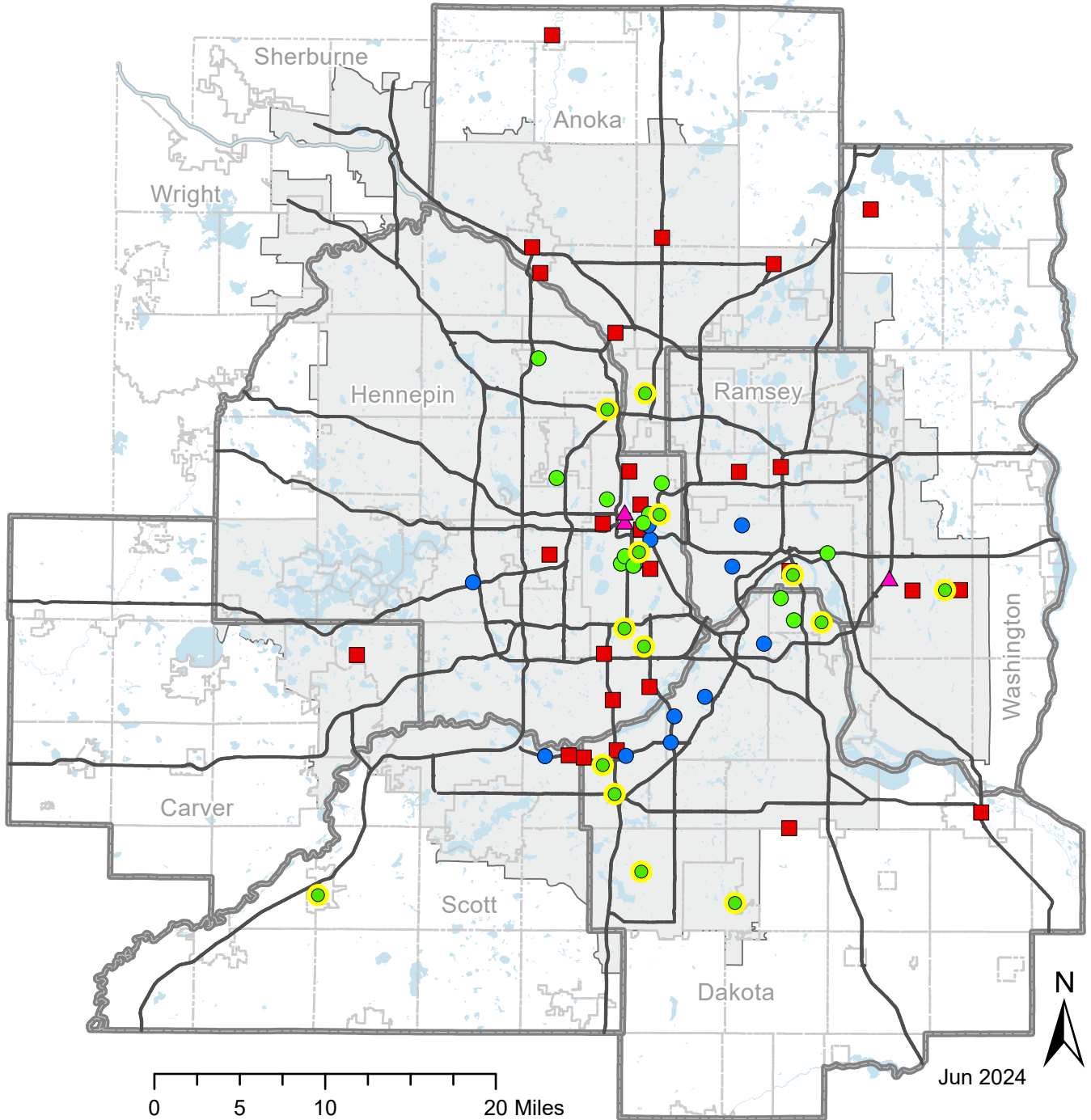
## Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

## Reference Layers

- ~ Principal Arterials
- ~ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area

# Safety



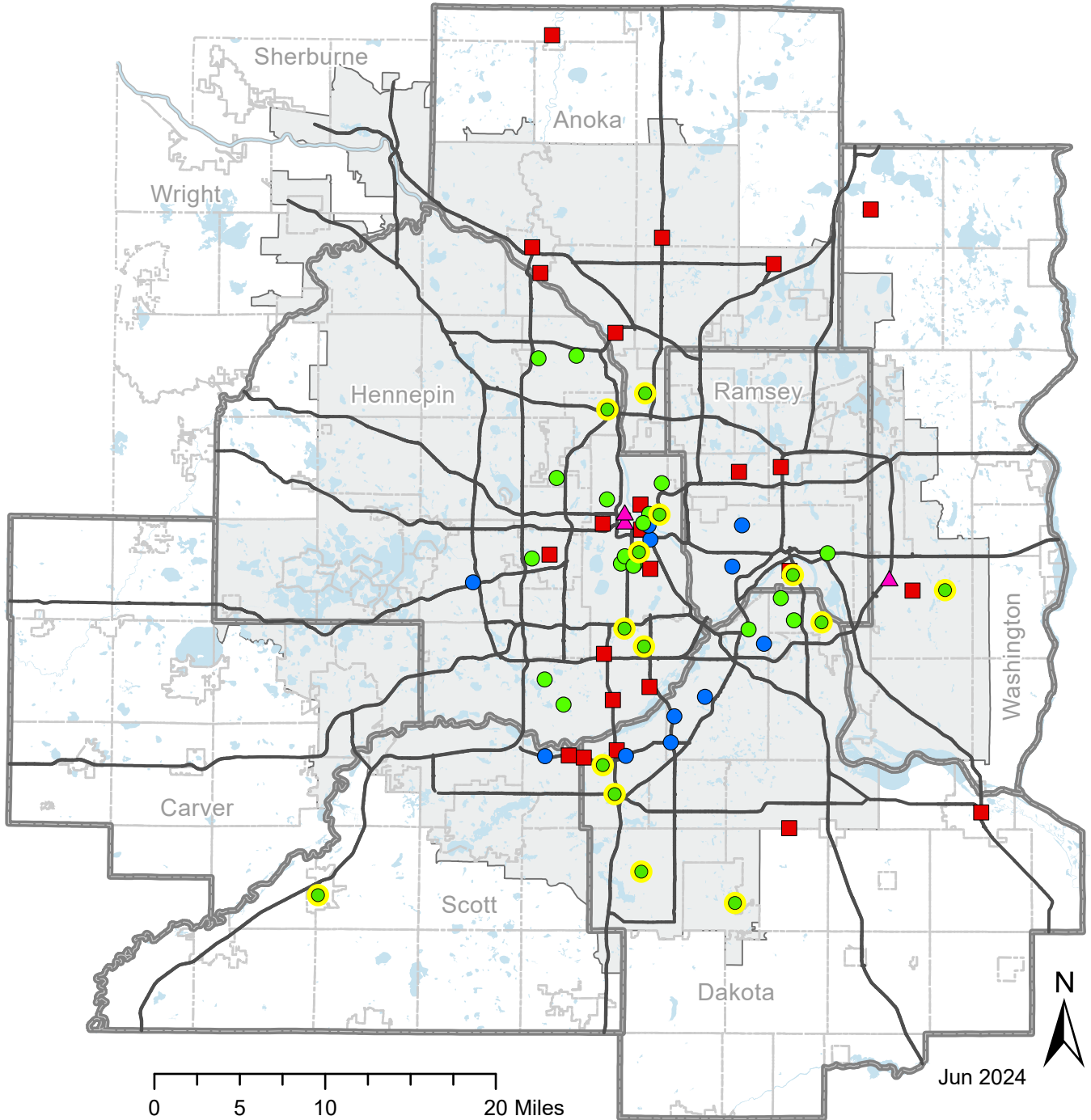
## Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

## Reference Layers

- ~ Principal Arterials
- ☁ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area

# Bike/Ped



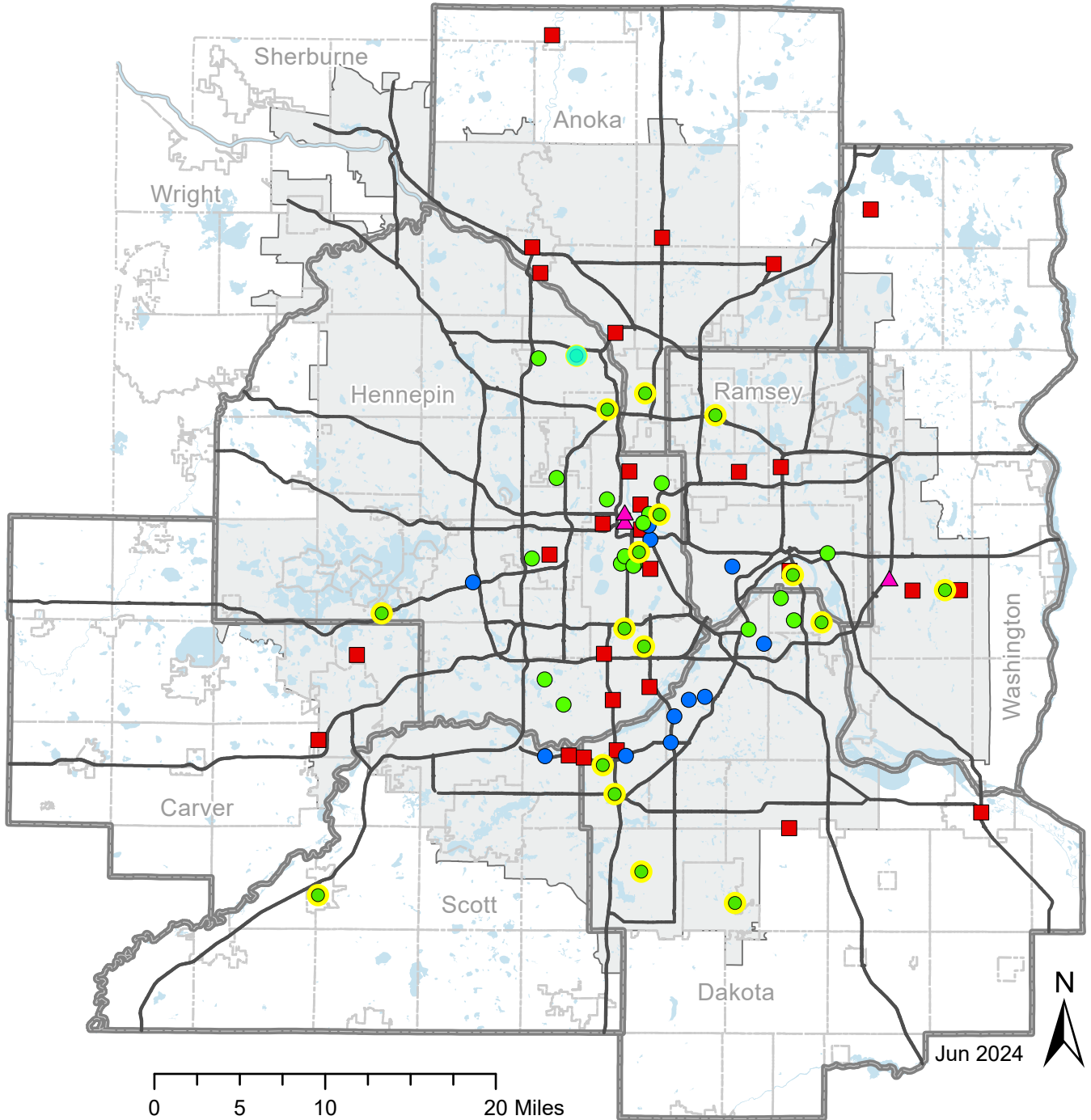
## Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

## Reference Layers

- ~ Principal Arterials
- ~ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area

# Hybrid



## Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

## Reference Layers

- ~ Principal Arterials
- ☁ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area