

MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday October 22, 2020

Remote Meeting Via Webex# | 1:30 PM

Contact Joe Barbeau (joseph.barbeau@metc.state.mn.us) for access to the video conference.

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

September 17, 2020, meeting of the Funding & Programming Committee*

IV. TAB REPORT

V. BUSINESS

VI. INFORMATION

1. Regional Solicitation Before and After Study Update
2. 2020 Regional Solicitation Funding Scenarios

VII. OTHER BUSINESS

IX. ADJOURNMENT

* Additional materials included for items on published agenda.

Minutes of the REGULAR MEETING OF THE TAC FUNDING & PROGRAMMING COMMITTEE

Thursday, September 17, 2020

Committee Members Present: Paul Oehme (Chair, Lakeville), Jerry Auge (Anoka County), Angie Stenson (Carver County), Jason Pieper (Hennepin County), John Mazzitello (Ramsey County), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Cole Hiniker/Steve Peterson (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Karl Keel (Bloomington), Ken Ashfeld (Maple Grove), Michael Thompson (Plymouth), Jenifer Hager (Minneapolis), Anne Weber (St. Paul)

Committee Members Absent: John Sass (Dakota County), Innocent Eyoh (MPCA), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley)

I. CALL TO ORDER

A quorum being present, Chair Oehme called the regular meeting of the Funding & Programming Committee to order at 1:32 p.m. on Thursday, September 17, 2020. Due to the COVID-19 pandemic, the meeting was held via teleconference.

II. APPROVAL OF AGENDA

Per Council legal guidance, the agenda was approved without a vote.

III. APPROVAL OF MINUTES

MOTION: It was moved by Spooner-Mueller and seconded by Thompson to approve the minutes of the August 20, 2020, regular meeting of the Funding & Programming Committee. The motion was approved via roll-call vote with Hager abstaining due to not having attended the meeting.

IV. TAB REPORT

Koutsoukos reported on the September 16, 2020, TAB meeting.

V. BUSINESS

1. 2020-28: 2020 Regional Solicitation Scoring Appeals and Approval of Final Scores

Barbeau said that he and Oehme discussed having votes after appeals were addressed by each chair.

Application 14346: Carver County Highway 11 Intersection Improvement Project

The applicant requested re-evaluation of Measure 3A: Benefits and Outreach to Disadvantaged Populations. The applicant cited nearby equity populations, project elements, and public meetings as rationales for scoring the application higher. The applicant also cited another application that scored 44 out of 50 points with an identical answer to the outreach portion of the measure. The scorer did not review scores completed by other scorers or in other funding categories. Therefore, the scorer suggests an overall two-point increase.

Keel asked whether the scorer reviewed how this measure with other applications they scored. Barbeau said the scorer did check to make sure they were consistent with themselves but did not compare their scores to those of other scorers. Keel suggested that efforts be made to assure consistency in the future.

MOTION: Hiniker moved to approve the scorer's suggested addition of two points for application 14346. Seconded by Keel. The motion was approved unanimously.

Application 14347: Carver County Highway 5 Arboretum Area Mobility and Access Improvement

The applicant requested re-evaluation of Measure 6B: Proactive Pedestrian Crash Reduction. The applicant examined each of the three sub-measures the scorer used (intersection improvements, along-network improvements, and across-network improvements) and suggested several elements that the scorer may have missed. The scoring of this application includes one point out of 10 in the intersection improvements sub-measure. Due to the existing pedestrian behavior patterns and alignment with the proposed improvements, the scorer suggests increasing this sub-measure to five points, an addition of four points.

Application 14345: Carver County Highway 41 and CSAH 10 Mobility and Access Improvement

The applicant requested re-evaluation of two measures:

- 3A: Benefits and Outreach to Disadvantaged Populations
- 6B: Proactive Pedestrian Crash Reduction

For Measure 3A, the applicant's challenge is based on the presence of a blank scoring box within the outreach scoring section of the scoresheet. Other applicants received zero, one, or two points and the applicant is checking to see whether one of those scores should have been included. The scorer reviewed the scoresheet and determined that two additional points should have been awarded. The scorer recommends changing the score from 59 to 61.

For measure 6B, the applicant examined each of the three sub-measures the scorer used (intersection improvements, along-network improvements, and across-network improvements) and suggested several elements that the soccer may have missed. The scoring of this application includes two points out of 10 in the improvements sub-measure. Due to the addition of a rectangular rapid flash beacon (RRFB) that the scorer missed in the initial review, the scorer suggests increasing this sub-measure to six points, an addition of four points.

Application 14049: Carver County US 212 Freight Mobility and Safety Project from CSAH 51 to CSAH 36

The applicant requested re-evaluation of Measure 6A: Crashes Reduced. Crash reduction scores are based on the HSIP cost/benefit worksheet. The applicant had calculated its cost/benefit at approximately \$136 million. The scorer changed it to approximately \$20 million, by reducing the "cost" of the fatal crashes in the benefit/cost (B/C) analysis. The highest-scoring project was about \$32.5 million. The applicant listed all its crash improvements and requested that the \$136 million be used. The scorer reported that because fatal crashes tend to be random events, the HSIP scoring criteria states that either two fatal crashes or one fatal crash plus two serious-injury crashes that are correctable by a countermeasure in the project must have occurred. The scorer does not believe that this threshold was met. When it is not met, the "randomness" of fatal crashes dictates that the cost used for fatal crashes should not be used in the B/C equation. This project had two fatal crashes near each other, but one was intersection related and the other was not. Therefore, they would not be corrected by the same countermeasure, rendering them both random events. The scorer recommends no change.

Application 14015: Scott County TH 282, CSAH 9, TH 169 Grade Separation

The applicant requested re-evaluation of two measures:

- 6B: Proactive Pedestrian Crash Reduction
- 8: Risk Assessment

In Measure 6B, the applicant felt that the score was not reflective of the project's benefits. The scorer reported that proposals that received full points in the intersection improvements sub-measure identified infrastructure improvements specific to people walking in locations that have documented crossing activity. This application was unclear in that area. Additionally, the benefit of a grade-separated crossing is negated by the multiple-threat crash potential introduced by a multi-lane roundabout. In the across network improvements sub-measure, projects receiving full points incorporated regular crossings at intervals. In the along network improvements sub-measure, projects received full points when infrastructure along the proposed facility created space for walking on both sides of the roadway and included connections to the existing local network. The scorer recommends no change. Jenson said that the scorer referenced items not included in the application. Members felt that the project was under-scored and discussed changing the applicant's recommendation of no points. The group settled on a six-point adjustment.

In Measure 8, the challenge is based on a suggestion from MnDOT personnel in April 2020, that staff approval is not a key element of a layout and that the layout provided should receive full points. The scorer, Council staff, and other applicants were not privy to this suggestion. The application language states what is needed to receive full points and this is how all applications were scored. The scorer recommends no change.

MOTION: Thompson moved to accept the scorers' suggestions of adding four points to 14347, six points to 14345, and zero points to 14049, along with adding six points to 14015. Seconded by Koutsoukos. The motion was approved unanimously.

Application 14396: City of Anoka TH 47 Corridor Improvements

The applicant suggests that the scorer may not have recognized some of the benefits and that its response compared favorably with other, higher-scoring, responses. The scorer reviewed the response and agreed that the "improves designated crossings" sub-measure was overlooked, specifically the addition of a signal at one crossing and a refuge median at another. For the signal the scorer suggests an increase of two points, even though the project is widening the crossing distance; presumably the signal enables safe crossing. For the refuge median, the scorer does not suggest adding points. Based on the volume of the road (19,000), speed limit (45), and lanes of traffic crossed prior to reaching the refuge (2), the FHWA STEP Guide indicates that a refuge median with no type of beacon is not an adequate enhancement to make crossings safer for pedestrians. The scorer suggests an overall increase of two points.

MOTION: Auge moved to approve the scorer's suggested addition of two points for application 14396. Seconded by Pieper. The motion was approved unanimously.

Application 14340: Minnesota Valley Transit Authority Route 346 Expansion – Viking Lakes

The applicant requested re-evaluation of three measures:

- 1A: Connection to jobs and educational institutions
- 3B: Housing Performance Score / Affordable Housing Connection
- 5: Multimodal Elements and Existing Conditions

For measure 1A, the applicant states that consideration should be given to new housing developments coming in and a recent increase in employment. The scoring measure is based on enrollment and employment data that are generated by the Regional Solicitation's mapping program and is based on the most recent Census estimates available at the time the application was released. The score was therefore correctly determined. Further, it would be impractical and inconsistent to award points for future development. The scorer recommends no change.

For Measure 3B: The applicant reiterated that the application mentioned several new developments, including a 261-unit multi-family development slated for completion in the fall of 2020. The application asks for a description and map of any affordable housing developments. No map was included. Nor was any detailed text included that would have enabled the scorer to verify. No points were awarded in other such instances from this scorer in other categories. The scorer recommends no change.

For Measure 5 The applicant cited sub-measures for which they were surprised to not receive higher scores. These include bike network (where the applicant thought bike racks should have led to points), pedestrian network, transit stop pedestrian connections, and safety. The scorer explained that the bike racks were awarded points in a different sub-measure and suggested no change.

Application 14171: Minnesota Valley Transit Authority Burnsville Bus Garage Modernization

The applicant requested re-evaluation of three measures:

- 1A: Connection to Jobs and Educational Institutions
- 4: Description of Emissions Reduced
- 6: Multimodal Elements and Existing Conditions

Measure 1A awards the top-rated project in terms of total employment and school enrollment the full 50 points. The applicant notes that aside from the project awarded 50 points, the other projects are all awarded small scores (9, 8, 8, 4, 3, 2, 0, 0) and suggests that an outlier adjustment should have been completed. Starting with the 2018 Regional Solicitation, scoring committees can make an adjustment to a “proportionate” scoring category where an “outlier” creates one high-scoring project along with mostly very low-scoring projects. The history of adjusting for outliers is inconsistent. There is no threshold for when an outlier adjustment can or should be applied. Scoring committees assign them when they see fit to do so. How an outlier is adjusted for is not standardized. No appeals have ever been made related to outliers; therefore, the Funding & Programming Committee has no precedent as to whether it can assign an outlier adjustment and, if so, how to do so. An outlier adjustment was made for Measure 2 (total existing annual riders) but not for the measure in question. The scorer did not make a recommendation about this appeal. Staff suggests that it would be impractical to assign an adjustment at this stage and therefore suggests no change.

For Measure 4, the applicant suggested that the movement of buses into the garage in the winter will reduce emissions. The scorer considered emissions reduction in scoring the application. Additionally, while points were awarded for reduction, the scorer does not agree that this action will “eliminate” pollutants. The scorer recommends no change.

For Measure 6, the applicant noted the proposed project’s safety improvements. This application received some points for the safety improvements cited in the appeal. The measure is focused on safety and improvements for multi-modal transit users. Other applications scored in the other sub-measures because of their connectivity with other modes. Within safety, other applications scored more points because they included safety improvements that will more directly and significantly impact multi-modal transit users. The scorer recommends no change.

Keel suggested that guidance for outliers should be considered going into the next Regional Solicitation.

MOTION: Keel moved to approve the scorers’ suggestions to add no points for 14340 and 14171. Seconded by Ashfeld. The motion was approved unanimously.

Application 14026: City of Coon Rapids Coon Creek Regional Trail and Bridge over Coon Rapids Boulevard

The applicant requested re-evaluation of three measures:

- 2: Potential Usage
- 3A: Benefits and Outreach to Disadvantaged Populations
- 7: Cost Effectiveness

For Measure 2, the applicant feels that consideration should be given to new developments slated to be completed soon as well as the project's proximity to a regional park. The population and employment data are generated by the Regional Solicitation's mapping program and are based on the most recent Census estimates available at the time the application was released. The score was therefore correctly determined. Further, it would be impractical and inconsistent to award population points for future development. The scorer recommends no change.

For Measure 3A, the applicant is asking for a revisit of the engagement component of the score, for which the application scored 21 out of 30 points, based on outreach held in low-income areas, as well as additional information provided in the outreach portion of the Risk Assessment. The applicant is also asking for a revisit of the benefits component of the score, for which the application scored 23 out of 40, as well as consideration for hardships based on the COVID-19 pandemic. The scorer provided the following notes:

- Equity scorers, as a group, decided to only review material within their specific measure. Additionally, the additional information the applicant included under Measure 6A, item 5 would not have changed the score, anyway.
 - The applicant points out that the project is in/near an area of concentrated poverty and Opportunity Zone. This would have been accounted for in the bonus point portion of scoring, had they reached that threshold.
 - The proposal would have scored higher if the benefits being claimed were linked more closely with the particular populations in the area.
 - The engagement and planning were well-handled despite the pandemic; this factor did not put the applicant at any disadvantage.
- The scorer recommends no change.

For Measure 7, the applicant suggests that the dollar amount used in the cost-effectiveness equation should be based on the federal request. Additionally, the applicant requested less federal funding than was permitted and feels that this should be reflected in the cost effectiveness score. The funding amount used for this scoring measure is the total project cost. There is no mechanism to recognize a reduced federal funding request. The scorer recommends no change.

Application 14062: City of Minnetonka Multimodal Elements and Connections

The applicant requested re-evaluation of two measures:

- 3A: Benefits and Outreach to Disadvantaged Populations
- 5: Multimodal Elements and Connections

For Measure 3A, the applicant highlights the nearby Chabad Center for Jewish Life and suggests that the scorer may not have understood the impact of the project on that facility. The scorer reviewed the application and the letter provided by the applicant and recommends the following adjustments:

- Two additional points for engagement with equity communities.
- Five additional points for general benefits to equity populations. The point about presuming knowledge of the population is well-made and substantive. The scorer feels they should have seen that connection.

- Five additional points for specific benefits to equity populations. The scorer finds the related point about pedestrian needs of the population compelling. This brings the scorer's recommended total addition of points to 12.

For Measure 5, the applicant is asking for the scorer to revisit the score. The scorer recommends no change.

Application 14097: City of Burnsville New Multiuse Trail on Nicollet Avenue from TH 13 to CSAH 32 (Cliff Rd)

The applicant requests re-examination of Measure 5: Multimodal Elements and Connections. The applicant examined the five sub-measures from the rubric the scorer used and compared them to the highest-scoring project. The applicant suggested that three of those sub-measures (traveler experience, security, and connection) compared favorably to the other application and requested re-examination. The scorer reviewed each of the three sub-measures and stated that other applications met their objectives better.

- Security (received 5 out of 10 points): While the application does allow separation from vehicular traffic, points were reduced due to the crossing at Trunk Highway 13. At busy spots, a deduction was added for lack of comfort.
- Connections (15 out of 30): Only applications without existing facilities could receive the maximum of 30 pts. This project received 15 points because it serves a strong transportation connection (i.e., connections to transit, employment vs more recreational use). Projects without existing connections are creating more "new" connections.
- Traveler Experience (10 out of 20): Projects that received more points captured improved comfort for non-motorized users, such as pleasant or scenic routes and boulevards to increase separation between modes. The applicant could have further described comfort of crossings from the existing sidewalk on the west side to the new multiuse trail. The applicant only highlights the crossing at TH 13, which is not exceedingly comfortable for non-motorized users. There was also no identification of streetscaping elements that would improve the user experience, such as lighting, benches, and beautification elements, which would have improved their score.

Ryan Peterson from Burnsville said that the connection cited in the Connections sub-measure does not exist. Barbeau showed the scorer's response, which cited a sidewalk on the west side of the project. Ryan Peterson said that a sidewalk on the other side of Nicolet Avenue is not as good as a trail on the side of the road where the transit station will be located.

McCartney asked whether 15 points could be added if the Committee decided that there is no existing facility. Oehme said that the Committee could consider that. Committee members did not suggest a change.

Application 14367: City of Woodbury Gold Line Station Trail and Pedestrian Connections

The applicant requests re-examination of Measure 3A: Benefits and Outreach to Disadvantaged Populations. The applicant suggests that the scorer may not have recognized some of the needs for the connections that the project creates. The applicant also stated that another project connected with the Gold Line received more points in this category. That assertion is related to the outreach piece (30 of 70 points in the measure). The scorer recommends adding seven points for the following sub-criteria:

- Two points for "describing demographics/types of equity populations". The scoresheet left this blank due to an omission.
- Five points for "ability to identify, connect and describe benefits". The description of the connection to employment and other uses is more compelling than the scorer had originally realized.

Application 14290: City of Arden Hills Mounds View High School Trail Project

The applicant requests re-examination of Measure 4A: Gaps Closed/Barriers Removed and/or Continuity Between Jurisdictions Improved by the Project. The applicant challenges the 60 points in part 1 by reiterating points discussed in the project description (nearby school enrollment) along with some outreach conducted and that the trail's extension will help make a connection over Interstate 35W. The scorer for part 1 awarded 60 points and noted that the application would have been clearer had it shown maps. Additionally, the text addressed general connections. No points were awarded for part 2. The scorers recommend no change.

MOTION: Spooner-Mueller moved to accept the scorers' suggestions of adding 12 points to 14062 and seven points to 14367 along with no changes to 14026, 14097, and 14290. Seconded by Brown. The motion was approved unanimously.

Application 14288: City of Chaska Highway 41 Pedestrian Improvements in Historic Downtown Chaska

The applicant requested re-evaluation of two measures:

- 3A: Benefits and Outreach to Disadvantaged Populations
- 5: Multimodal Facilities and Existing Connections

For Measure 3A, the applicant is asking for a revisit of the engagement component of the score (for which the application scored 4.75/30) based on outreach held in low-income areas as well as additional information provided in the outreach portion of the Risk Assessment. The applicant cites its "Circle the Brick Trail" application in the Multi-use Trails and Bicycle Facilities category, which scored better despite being part of the same engagement process. The applicant is also asking for a revisit of the benefits component of the score (for which the application scored 15/40). The scorer reviewed the appeal and application and does not feel that anything was missed. The scorer for this category was a different person than the scorer for the Multiuse Trails and Bicycle Facilities category. While each scorer may have had different interpretations from each other, they are consistent within their own application category. For example, the scorer in the Pedestrian category awarded an average of 25.9 points while the Multiuse Trails and Bicycle Facilities scorer awarded an average of 34.5 points. To adjust this project's score based on another category would be unfair to the other projects in the Pedestrian category. The scorer recommends no change.

For Measure 5, The applicant suggests that the reviewer may not have understood various benefits included within the response. The scorer said that 60 of the 150 points possible were not attainable, as there is no transit. The scorer recommends no change.

Application 14045: Minneapolis Green Central Safe Routes to School Improvements

The applicant requested re-evaluation of three measures:

- 1B: Completion of Safe Routes to School Plan or Local Plan
- 4A: Barriers Overcome or Gaps Filled
- 4B: Deficiencies Corrected or Safety Problems Addressed

For Measure 1B, the applicant is asking for the full 100 points because it was recently awarded funding to create a Safe Routes to School (SRTS) plan. The lens being applied in awarding of the full 100 points was that a SRTS plan informed the project. The language states that 100 points is awarded if "the project is specifically named in an adopted Safe Routes to School plan," which is not the case. Therefore, the scorer recommends no change.

For Measure 4A, the applicant generally felt that a better score was warranted, due to the high-traffic roadways with which the proposed project interacts. The scorer said that this project is not

as far along in development as most of the other projects being applied for. While the barriers are cited, information on how they will be overcome is lacking. The scorer does not feel that anything was missed nor that any errors were made in the original review. Therefore, the scorer recommends no change.

For Measure 4B, the applicant generally felt that a better score was warranted, focusing particularly on the project's location near equity populations. The scorer said that this project is not as far along in development as most of the other projects. Points were difficult to award here because while potential treatments are under consideration, the application does not point to planned improvements as well as other applications. The scorer does not feel that anything was missed nor that any errors were made in the original review. Therefore, the scorer recommends no change.

Focusing on Measure 4B, Hager disputed the scorer's assertion that the application did not address how gaps and barriers would be addressed.

MOTION: McCartney moved to accept the scorers' suggestions of no change to applications 14288 and 14205. Seconded by Koutsoukos. The motion was approved unanimously.

Approval of Final Scores

Koutsoukos said that two projects (14348, Washington County and 14208, Rogers) did not provide their letters and should be disqualified. Barbeau said these should not be included on the funding scenarios.

Koutsoukos moved to approve the final scores for all qualified projects, inclusive of the approved changes and any cost-effectiveness changes that result. Seconded by Spooner-Mueller.

Stenson asked whether either of the disqualified projects received the top score, which could lead to a change in other scores. Barbeau said that he had checked that, and none did. Jorgensen said that Washington County accepts the disqualification given its low score and the unwillingness of the city of Oak Park Heights to agree to the project.

The motion was approved unanimously.

VI. INFORMATION

1. Highway Safety Improvement Program Draft Project Selection

Kaare Festvog from MnDOT shared the Highway Safety Improvement Program (HSIP) projects proposed for funding after the recent scoring process. A total of 51 projects were submitted, with 11 reactive and 15 proactive projects slated to be funded. Pieper asked how submittals to both HSIP and Regional Solicitation projects will be addressed. Peterson said that only one of the two awards can be accepted. He added that this will not be a concern because none of the HSIP applications will be funded in the Regional Solicitation. Jenson noted that several MnDOT-sponsored projects are included. Festvog replied that MnDOT received 21% of the pot in proactive projects and five percent in the reactive pot.

VII. OTHER BUSINESS

Peterson said that a joint meeting with TAC is planned for October 7 to discuss the funding scenarios prior to TAB seeing them. Koutsoukos added that the October Funding & Programming Committee will still be held so the Committee can react to TAB's discussion.

VIII. ADJOURNMENT

The meeting was adjourned via voice vote.

Joe Barbeau
Recording Secretary

Information Item

DATE: October 22, 2020
TO: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of TAB/TAC Process (651-602-1819)
SUBJECT: Draft Funding Scenarios for the Regional Solicitation

TAB will be discussing the funding scenarios on October 21, 2020. Any feedback from TAB will be brought to the Funding & Programming meeting the next day.

Following the October 7, 2020, joint TAC / Funding & Programming Committee meeting, staff shared feedback with TAB related to the funding scenarios. Based on technical feedback at that meeting, the following changes were made to the funding scenario materials:

- Overprogramming of 10 to 11% is shown on each funding scenario. The overprogramming (designated in gray) is shown as an example of what could be done with overprogramming and is based on the modal midpoint. TAB may explore other approaches for distributing the \$20M of overprogramming.
- A new Regional Highways scenario that at least shifts back the \$4M lost by roadways to transit (approved as part of TAB's application approval that changed the modal mid-points) is shown. This is shown in light orange, adjusted from the Historical Process scenario.
- Tables highlighting geographic balance of the scenarios were also added (see Tables 4, 5, and 6).

Attached are six draft funding scenarios along with associated Figures 1-6 that show the location of projects selected in each funding scenario. The scenarios fall within the TAB-approved modal funding ranges shown in Table 1. The first five scenarios use the mid-point percentages to distribute funding by mode, while the last scenario shifts \$10M from Roadways to Bicycle/Pedestrian. It should be noted that scenarios 5 and 6 are a response to some of the themes from public comments received on the draft 2040 Transportation Policy Plan (TPP) that requested less funding for roadway expansion and more funding for active transportation (bicycle/pedestrian).

Table 1: Modal Funding Ranges

	Roadways	Transit / TDM	Bicycle / Pedestrian	Total
Ranges	46%-65% \$89-\$125M	25%-35% \$48-\$67M	9%-20% \$17-\$39M	100%
Mid-Point	55.5% \$107M	30.0% \$58M (\$26M)	14.5% \$28M	\$193M
\$ Requested	\$300M	\$65M	\$97M	\$462M
# of Apps	57	32	52	132

Preliminary Funding Scenarios:

1. Historical Process (Orange): This scenario is similar to TAB's past selection history dating back to 2014, except for the \$5M shifted to transit relative to past funding cycles. The scenario focuses on the mid-points of the TAB-approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian). The first three scenarios leverage the most non-Regional Solicitation dollars.
2. Regional Roadways (Light Orange): This is the only scenario that was not shown at the October 7 joint meeting. It was created in response to a request for scenario that shifts Roadways funding at least back to the original midpoint (i.e., prior to a \$5M increase that TAB agreed to provide to Transit/TDM). This scenario was created based on the Historical Process scenario and shows the addition of two more Roadway Spot Mobility and Safety projects and the loss of one Transit Expansion project. The first three scenarios leverage the most non-Regional Solicitation dollars. Note also that the request made at the joint technical meeting did not acknowledge that the \$5M shift to transit included \$1M shift from bike/pedestrian. Therefore, no bike/pedestrian addition is shown.
3. Bigger Projects (Green): This scenario focuses on funding larger projects. The scenario favors the Strategic Capacity category within the Roadways mode and the Multiuse Trails and Bicycle Facilities category within the Bicycle/Pedestrian mode. The funding scenario shows 40 funded projects (with no overprogramming), the least of any scenario by six projects. Again, the first three scenarios leverage the most non-Regional Solicitation dollars.
4. More Projects Scenario (Pink): As a counterpoint to the Bigger Projects scenario, this scenario shows 56 funded projects (with no overprogramming), made possible by reducing the number of funded projects in the Roadway Strategic Capacity and Multiuse Trails and Bicycle Facilities categories in favor of categories with lower federal maximum awards like Safe Routes to School.
5. Less Roadway Expansion Scenario (Purple): This scenario only changes the Roadways mode distribution with the assumption that the Historical Process scenario would apply to the other modes. The scenario is responsive to some of the TPP public comments that favored less roadway expansion.
6. Bike/Ped +\$10M Scenario (Blue): This is one of two scenarios (along with Regional Roadways) that deviate from the modal target. This scenario shifts \$10M to the Bicycle/Pedestrian mode and funds 52 projects (with no overprogramming) and responds to some of the TPP public comments asking for more funding for active transportation.

Table 2: Scenario Comparisons with No Overprogramming

Scenario	Projects	Reg Sol Award	Match	Total Transp. Investment	Unique Applicants	Funded Equity Projects*
Historical Process	46	\$200M	\$209M	\$409M	23	8 of 10
Regional Hwy	47	\$200M	\$209M	\$409M	24	8 of 10
Bigger Projects	40	\$203M	\$214M	\$417M	22	7 of 10
More Projects	56	\$202M	\$200M	\$402M	29	8 of 10
Less Road Expansion	50	\$200M	\$177M	\$377M	24	8 of 10
Bike/Ped +\$10M	52	\$200M	\$181M	\$381M	26	9 of 10

*"Funded Equity Projects" refers to any project that scored well enough to receive the equity "bonus points," awarded to any application that was awarded at least 80% of the equity points. Overall, 10 projects were awarded equity bonus points.

Table 3: Scenario Comparisons with 10% Overprogramming

Scenario	Projects	Reg Sol Award	Match	Total Transp. Investment	Unique Applicants	Funded Equity Projects*
Historical Process	50	\$220M	\$222M	\$439M	24	8 of 10
Regional Hwy	51	\$219M	\$222M	\$441M	25	8 of 10
Bigger Projects	45	\$218M	\$221M	\$439M	23	9 of 10
More Projects	60	\$219M	\$207M	\$426M	31	8 of 10
Less Road Expansion	55	\$216M	\$182M	\$398M	27	8 of 10
Bike/Ped +\$10M	60	\$218M	\$191M	\$409M	28	9 of 10

Other Assumptions or Observations:

1. This discussion will also be informed by TAB's discussion to be held on October 21. Staff will need to "walk in" that feedback.
2. Taken from the total amount (\$198M) is \$4.9 million for Unique Project(s) to be distributed by the 2022 Regional Solicitation. Criteria for unique project selection will be established in 2021.
3. Based on input from TAC and TAC Funding & Programming, the draft scenarios show between 10%-11% overprogramming. Traditionally, overprogramming has been treated as an extension of the basic program. That is, overprogramming funds were distributed in a way that keeps the modes near the middle of their modal funding ranges. This is the approach reflected in the attached scenarios. However, TAB could consider whether overprogramming could be used to address specific objectives beyond modal midpoints such as improving the geographic balance throughout the region or to fund more projects that promote equity.
4. The TAB-approved funding ranges included a \$5 million shift to Transit: \$4 million from Roadways and \$1 million from Bicycle/Pedestrian. This comes along with TAB's decision to allow for a \$25 million funding of a single ABRT route. TAB also agreed to a) only allowing a total of \$32 million to be awarded to BRT

- projects and b) requiring that at least one award be made to a project that is in a new market area.¹
5. Given the \$32 million BRT maximum, only one of the two projects ranked at the top of their respective categories (Transit Expansion and Transit Modernization) can be funded. Each of these projects is related to the Gold Line BRT project. In Transit Modernization it is a project for downtown Saint Paul stations that serves a number of different transit routes and in Transit Expansion the submittal is for a new parking facility near I-494 in Woodbury. To provide input to TAB's decision, the two applicants, Metro Transit and Washington County, consulted with the other project partners. Based on these conversations, the Gold Line project partners indicated preference for Transit Modernization project if only one can be funded.

¹ There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project.

Table 4: Demographics

County	Population ²	Population %	Jobs ³	Jobs %	Submitted Apps
Anoka	356,921	11%	128,479	7%	14
Carver	105,089	3%	46,692	2%	13
Dakota	429,021	14%	192,130	11%	22.5
Hennepin	1,265,843	41%	936,291	53%	36.5
Ramsey	550,321	18%	334,700	19%	22.5
Scott	149,013	5%	55,042	3%	5
Washington	262,440	8%	88,545	5%	15.5

Table 5: County Distribution with No Overprogramming

County	Hist Process	Funded Apps	Regional Hwy	Funded Apps	Big Projects	Funded Apps	More Projects	Funded Apps	Less Roadway Expansion	Funded Apps	Bike/Ped +\$10M	Funded Apps
Anoka	\$23M (15%)	4	\$23M (15%)	4	\$23M (14%)	4	\$20M (13%)	3	\$22M (14%)	5	\$17M (11%)	4
Carver	\$16M (10%)	5	\$19M (12%)	6	\$20M (13%)	3	\$10M (6%)	6	\$10M (6%)	6	\$10M (6%)	6
Dakota	\$7M (4%)	5.5	\$7M (4%)	5.5	\$3M (2%)	3.5	\$7M (4%)	6.5	\$14M (9%)	6.5	\$14M (9%)	6.5
Hennepin	\$64M (41%)	19	\$59M (38%)	18	\$60M (38%)	18	\$76M (48%)	22	\$74M (47%)	21	\$74M (47%)	20
Ramsey	\$36M (23%)	9	\$36M (23%)	9	\$33M (21%)	7	\$41M (26%)	12	\$36M (23%)	9	\$42M (27%)	10
Scott	\$-	0	\$-	0	\$10M (6%)	1	\$-	0	\$-	0	\$-	0
Washington	\$11M (7%)	2	\$13M (8%)	3	\$11M (7%)	2	\$4M (3%)	5	\$1M (1%)	1	\$1M (1%)	1
Total*	\$157M		\$157M		\$160M		\$159M		\$158M		\$157M	

² US Census. 2019 ACS 1-year Estimate

³ Metropolitan Council Community Profiles, 2019

Table 6: County Distribution with 10% Overprogramming

County	Hist Process	Funded Apps	Regional Hwy	Funded Apps	Big Projects	Funded Apps	More Projects	Funded Apps	Less Roadway Expansion	Funded Apps	Bike/Ped +\$10M	Funded Apps
Anoka	\$23M (13%)	4	\$23M (13%)	4	\$23M (13%)	4	\$23M (13%)	4	\$23M (13%)	5	\$22M (13%)	5
Carver	\$17 (10%)	6	\$20M (11%)	7	\$21M (12%)	4	\$10M (6%)	6	\$11M (6%)	7	\$10M (6%)	6
Dakota	\$14M (8%)	6.5	\$14M (8%)	6.5	\$4M (2%)	4	\$14M (8%)	7.5	\$14M (8%)	6.5	\$14M (8%)	6.5
Hennepin	\$77M (43%)	21	\$72M (40%)	20	\$74M (42%)	21.5	\$82M (46%)	23	\$87M (49%)	24	\$83M (47%)	22
Ramsey	\$36M (20%)	9	\$36M (20%)	9	\$33M (19%)	7	\$44M (25%)	13	\$38M (22%)	10	\$43M (24%)	11
Scott	\$-	0	\$-	0	\$10M (6%)	1	\$-	0	\$-	0	\$-	0
Washington	\$11M (6%)	2	\$13M (7%)	3	\$11M (6%)	2	\$4M (2%)	5	\$3M (2%)	2	\$4M (2%)	5
Total*	\$178M		\$177M		\$176M		\$177M		\$176M		\$175M	

**Totals do not add up to the total funds available because the geographic distribution is unknown for Unique Projects and ABRT at this time.*

DRAFT FUNDING SCENARIO
ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS
Traffic Management Technologies

Funding Range - 46-65% (\$89M - \$125M)
 Midpoint - 55.5% (\$107M)

							Midpoint of Modal Funding Ranges										
Rank	ID	Applicant	County	City	Project Name	Funct Class	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion	Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14361	Minneapolis	Hennepin	Minneapolis	Minneapolis City-Wide Signal Retiming	Augmentor			\$2,500,000				\$2,500,000	\$625,000	\$3,125,000	\$2,500,000	817
2	14083	St. Paul	Ramsey	St. Paul	Dale Street Traffic Signal Modernization	Reliever, Augmentor	\$4,500,800	\$4,500,800				\$4,500,800	\$2,000,800	\$500,200	\$2,501,000	\$4,500,800	811
3	14090	Minneapolis	Hennepin	Minneapolis	City of Minneapolis ITS Upgrades and Enhancements	Augmentor						Overprogram	\$3,000,000	\$750,000	\$3,750,000	\$7,500,800	807
4	14027	Carver Co	Carver	4 Cities; 1 Township	Carver County Traffic Signal Tech and ITS Enhancements	Expanders, Con				\$9,080,800	\$9,080,800		\$1,580,000	\$395,000	\$1,975,000	\$9,080,800	776
5	14126	Ramsey Co	Ramsey	Mounds View	Mounds View Blvd Traffic Management Tech.	Reliever				Overprogram	Overprogram		\$2,536,085	\$634,021	\$3,170,106	\$11,616,885	630
													\$11,616,885	\$2,904,221	\$14,521,106		

Spot Mobility and Safety

							Midpoint of Modal Funding Ranges										
Rank	ID	Applicant	County	City	Project Name	Funct Class	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion	Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14059	Minneapolis	Hennepin	Minneapolis	Johnson St. NE/ I-35W South Ramps Intersection Improvements	Augmentor			\$1,497,200				\$1,497,200	\$374,300	\$1,871,500	\$1,497,200	630
2*	14067	Hennepin Co	Hennepin	Minneapolis	Hi/Lake Safety Project	Augmentor			Overprogram				\$3,500,000	\$2,159,400	\$5,659,400	\$4,997,200	592
3	14050	Carver Co	Carver	Benton Township	US 212 & CSAH 51 Intersection Safety Project	Principal Arterial							\$3,500,000	\$4,763,000	\$8,263,000	\$8,497,200	590
4	14198	Dakota Co	Dakota	Burnsville	Dakota Co Project 11-27: Roundabout - CSAH 11 & Burnsville Pkwy	Expander, Reliever	\$9,897,200						\$1,400,000	\$350,000	\$1,750,000	\$9,897,200	586
5	14346	Carver Co	Carver	Laketown Township	Highway 11 Intersection Improvement Project	Connector					\$12,834,800	\$12,834,800	\$2,937,600	\$734,400	\$3,672,000	\$12,834,800	575
6	14368	Woodbury	Washington	Woodbury	Lake Road and Pioneer Drive Intersection Improvement Project	Expander		\$14,892,391			Overprogram	Overprogram	\$2,057,591	\$514,398	\$2,571,989	\$14,892,391	496
7	14292	Rogers	Hennepin	Rogers, Dayton	CSAH 144 and CSAH 13 Signal & Intersection Geometric Improvements	Expander, Connector					Overprogram		\$1,747,512	\$436,878	\$2,184,390	\$16,639,903	483
8	14023	Ramsey Co	Ramsey	Maplewood, St. Paul	Larpenteur Avenue (CSAH 30)/White Bear Avenue (CSAH 650/North St. Paul Road (CSAH 29) Safety and Mobility Project	Augmentor				\$20,139,903			\$3,500,000	\$3,816,771	\$7,316,771	\$20,139,903	368
9	14164	Hennepin Co	Hennepin	Corcoran, Greenfield, Rogers	CSAH 19 Spot Mobility & Safety Project	Connector							\$2,712,000	\$678,000	\$3,390,000	\$22,851,903	337
10	14291	Rogers	Hennepin	Rogers	CSAH 116 and CSAH 150 Roundabout	Connector, Expander							\$1,245,120	\$311,280	\$1,556,400	\$24,097,023	291
													\$24,097,023	\$14,138,427	\$38,235,450		

Strategic Capacity

							Midpoint of Modal Funding Ranges										
Rank	ID	Applicant	County	City	Project Name	Funct Class	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion	Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14030	Brooklyn Park	Hennepin	Brooklyn Park	TH 252/Brookdale Drive Interchange	Principal Arterial							\$10,000,000	\$23,215,015	\$33,215,015	\$10,000,000	830
2	14165	Blaine	Anoka	Blaine	TH 65 at 99th Ave NE Grade Separation	Principal Arterial					\$20,000,000	\$20,000,000	\$10,000,000	\$19,800,000	\$29,800,000	\$20,000,000	686
3**	14139	Anoka Co	Anoka	Ramsey, Dayton	CSAH 56 (Ramsey Blvd) & Highway 10 Interchange	Principal Arterial, Expander				\$30,000,000			\$10,000,000	\$19,300,000	\$29,300,000	\$30,000,000	616
4-T	14324	Washington Co	Washington	Grant, Lake Elmo	CSAH 17 (Lake Elmo Ave) & TH 36 Interchange	Principal Arterial, Connector							\$10,000,000	\$24,733,130	\$34,733,130	\$40,000,000	572
4-T	14347	Carver Co	Carver	Chanhassen, Victoria	Highway 5 Arboretum Area Mobility and Access Project	Expander	\$50,000,000	\$50,000,000					\$10,000,000	\$3,440,000	\$13,440,000	\$50,000,000	572
6	14345	Carver Co	Carver	Chaska	Highway 41 and CSAH 10 Mobility and Access Improvement	Principal Arterial, Expander							\$9,049,600	\$2,262,400	\$11,312,000	\$59,049,600	542
7	14015	Scott Co	Scott	Jordan	TH 169, TH 282 and CSAH 9 Interchange	Principal Arterial, Connector			\$69,049,600				\$10,000,000	\$14,000,000	\$24,000,000	\$69,049,600	541
8	14375	Washington Co	Washington	Mahtomedi, White Bear Lake	TH 120 (Century Avenue) Expansion	Expander							\$6,601,884	\$1,650,471	\$8,252,355	\$75,651,484	500
9	14074	Coon Rapids	Anoka	Coon Rapids	TH 610 & East River Road Interchange Reconstruction	Expander							\$9,752,000	\$2,438,000	\$12,190,000	\$85,403,484	459
10	14018	Ramsey Co	Ramsey	White Bear Twp, Lino Lakes, North Oaks	I-35E/County Road J Interchange	Expander							\$8,618,210	\$2,154,553	\$10,772,763	\$94,021,694	437
11	14049	Carver Co	Carver	Benton Township	US 212 Freight Mobility & Safety Project from CSAH 51 to CSAH 36	Principal Arterial							\$10,000,000	\$15,977,000	\$25,977,000	\$104,021,694	432
12	14333	Scott Co	Scott	Sand Creek Township	Sand Creek Township Overpass Improvement Project	Principal Arterial							\$2,087,036	\$521,759	\$2,608,795	\$106,108,730	414
13	14140	Anoka Co	Anoka	Blaine	Anoka CSAH 12 (109th Avenue NE) Expansion Project	Expander							\$7,664,000	\$1,916,000	\$9,580,000	\$113,772,730	376
14	14169	Anoka Co	Anoka	Blaine	CSAH 14 (125th Avenue NE) Expansion in Blaine	Principal Arterial							\$3,964,000	\$991,000	\$4,955,000	\$117,736,730	324
15	14399	Lakeville	Dakota	Lakeville	185th Street Extension	Expander							\$1,800,000	\$450,000	\$2,250,000	\$119,536,730	311
16	14344	Dakota Co	Dakota	Lakeville	CSAH 9 (179th Street) Realignment Project	Expander							\$3,920,000	\$980,000	\$4,900,000	\$123,456,730	262
17	14168	Anoka Co	Anoka	Andover	CSAH 7 (7th Ave) Expansion in Andover	Expander							\$6,929,600	\$1,732,400	\$8,662,000	\$130,386,330	260
													\$130,386,330	\$135,561,728	\$265,948,058		

Roadway Reconstruction/Modernization

Rank	ID	Applicant	County	City	Project Name	Funct Class	Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion							
1	13970	Hennepin Co	Hennepin	Minneapolis	CSAH 5 (Franklin Ave) Reconstruction Project	Reliever							\$7,000,000	\$6,782,000	\$13,782,000	\$7,000,000	912	
2	14012	Hennepin Co	Hennepin	Minneapolis	CSAH 153 (Lowry Ave NE) Reconstruction Project	Augmentor							\$7,000,000	\$2,022,600	\$9,022,600	\$14,000,000	716	
3	14013	St. Paul	Ramsey	St. Paul	Robert Street Reconstruction	Reliever			\$21,000,000				\$7,000,000	\$11,000,000	\$18,000,000	\$21,000,000	699	
4	14327	Hennepin Co	Hennepin	St. Louis Park	CSAH 5 (Minnetonka Blvd) Reconstruction Project	Augmentor	\$28,000,000	\$28,000,000	Overprogram				\$7,000,000	\$3,357,000	\$10,357,000	\$28,000,000	683	
5	14071	Maple Grove	Hennepin	Maple Grove, Brooklyn Park, Osseo	Highway 169 and County Road 130 Interchange Reconstruction	Reliever	Overprogram	Overprogram		\$35,000,000			\$7,000,000	\$6,795,000	\$13,795,000	\$35,000,000	610	
6	14303	Dakota Co	Dakota	Eagan	Reconstruction of CSAH 32 from CSAH 43 to 0.2 miles east of Dodd Road in Eagan	Expander	Overprogram	Overprogram		Overprogram			\$7,000,000	\$3,900,000	\$10,900,000	\$42,000,000	588	
7	14396	Anoka (City)	Anoka	Anoka	TH 47 Corridor Improvements Project	Connector						\$46,152,000	\$4,152,000	\$1,038,000	\$5,190,000	\$46,152,000	585	
8	14141	Anoka Co	Anoka	Coon Rapids	Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project	Expander					\$51,366,400	Overprogram	\$5,214,400	\$1,303,600	\$6,518,000	\$51,366,400	583	
9	14031	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue Reconstruction	Reliever				Overprogram			\$5,040,800	\$1,260,200	\$6,301,000	\$56,407,200	557	
10	14107	Ramsey Co	Ramsey	Shoreview	Hodgson Road (CSAH 49) Safety and Mobility Project	Expander							\$5,000,000	\$6,362,795	\$11,362,795	\$61,407,200	534	
11	14044	Minneapolis	Hennepin	Minneapolis	42nd Street Reconstruction Project	Augmentor							\$7,000,000	\$2,708,500	\$9,708,500	\$68,407,200	521	
12	14021	Shakopee	Scott	Shakopee	Marystown Road Corridor	Expander							\$4,918,000	\$1,229,500	\$6,147,500	\$73,325,200	514	
13	14014	St. Paul	Ramsey	St. Paul	University Avenue (I-35E to Lafayette Rd)	Reliever							\$5,500,000	\$1,375,000	\$6,875,000	\$78,825,200	455	
14	14069	Washington Co	Washington	Lake Elmo, West Lakeland Township	CSAH 15 Reconstruction - Manning Phase 4	Expander							\$5,011,952	\$1,252,988	\$6,264,940	\$83,837,152	452	
15	14293	Rogers	Hennepin	Rogers, Dayton	Fletcher Bypass - Hennepin County 116 to 81	Expander							\$3,181,040	\$795,260	\$3,976,300	\$87,018,192	439	
16	14051	Carver Co	Carver	Mayer, Waconia Township	CSAH 30 Rural Connection from TH 25 to CSAH 10	Connector							\$2,562,400	\$640,600	\$3,203,000	\$89,580,592	347	
17	14304	Dakota Co	Dakota	Eureka Township, Greenvale Township	Reconstruction of CSAH 86 from west Dakota County line to CSAH 23 (Galaxie Avenue) in Dakota County	Connector							\$4,800,000	\$1,200,000	\$6,000,000	\$94,380,592	281	
												\$94,380,592	\$53,023,043	\$147,403,635				

Bridges

Rank	ID	Applicant	County	City	Project Name	Funct Class	Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
							Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion						
1-T	14061	Hennepin Co	Hennepin	Plymouth, New Hope	CSAH 9 (Rockford Rd) Bridge Replacement Project	Augmenter							\$6,888,000	\$1,722,000	\$8,610,000	\$6,888,000	778
1-T	14087	St. Paul	Ramsey	St. Paul	Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A	Reliever	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$7,000,000	\$56,903,000	\$63,903,000	\$13,888,000	778
3	14138	Ramsey Co	Ramsey	New Brighton	Replacement of Bridge 4533, Old Highway 8 (CSAH 77) over the Minnesota Commercial Railroad	Reliever							\$1,937,365	\$484,341	\$2,421,706	\$15,825,365	728
4	14042	Hennepin Co	Hennepin	Minneapolis, Robbinsdale, Crystal, Brooklyn Center	CSAH 152 (Washington Ave N) Bridge Replacement Project	Reliever							\$2,848,000	\$712,000	\$3,560,000	\$18,673,365	723
5	14332	Hennepin Co	Hennepin	Minneapolis	CSAH 152 (Osseo Rd) Rehabilitation Project	Reliever							\$2,738,400	\$684,600	\$3,423,000	\$21,411,765	615
6	14117	Ramsey Co	Ramsey	Roseville	Replacement of Bridge No. 62519, Count Road C over BNSF RR	Augmenter							\$5,000,000	\$6,098,829	\$11,098,829	\$26,411,765	597
7	14359	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue South over Minnehaha Creek	Reliever							\$7,000,000	\$13,500,000	\$20,500,000	\$33,411,765	577
Total							\$106,286,000	\$111,281,191	\$107,934,800	\$108,108,703	\$107,170,000	\$97,375,600	\$33,411,765	\$80,104,770	\$113,516,535		
10% Overprogramming or +\$11M for Roadways: Increases midpoint to \$118M							\$120,286,000	\$125,281,191	\$118,434,800	\$117,644,788	\$118,551,988	\$107,647,591					

Highlighted ID numbers = Equity Bonus Projects

*The 2nd highest Spot Mobility and Safety project was also submitted as an exact duplicate project in the Highway Safety Improvement Program (HSIP) solicitation, but the project sponsor prefers the Regional Solicitation funding.

**The 3rd highest ranked Strategic Capacity project was awarded a federal Instructure for Rebuilding America (INFRA) grant after the Regional Solicitation application period closed that will partially fund a much larger project on TH 10.

DRAFT FUNDING SCENARIO
TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Funding Range - 25-35% (\$48M - \$67M)
 Midpoint - 30% (\$58M)

Transit Expansion							Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores		
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects							Less Road Expansion	
1*	14365	Washington Co	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure in Woodbury	Skip due to	BRT maximum	being met	with Gold	Line	ID#14392	\$7,000,000	\$8,170,946	\$15,170,946	\$7,000,000	852	
2	14176	Metro Transit	Hennepin	Minneapolis, St. Louis Park, Hopkins			Route 17 Service Improvement in Minneapolis, St. Louis Park, and Hopkins							\$2,511,123	\$627,781	\$3,138,904	\$9,511,123	607	
3	14173	Metro Transit	Hennepin, Ramsey	Bloomington, St. Paul		✓	Route 54 Service Improvement in St. Paul and Bloomington		\$4,273,193					\$1,762,070	\$440,518	\$2,202,588	\$11,273,193	589	
4	14298	Metro Transit	Hennepin	Minneapolis, Golden Valley, Plymouth		✓	New Route 757 Limited Stop in Minneapolis, Golden Valley, and Plymouth	\$8,942,679	Overprogram		\$8,942,679	\$8,942,679	\$8,942,679	\$4,669,486	\$1,167,372	\$5,836,858	\$15,942,679	566	
5	14024	SouthWest Transit	Hennepin	Eden Prairie, Maple Grove, Plymouth, Minnetonka		✓	I-494 North SW Prime Service in Eden Prairie, Minnetonka, Plymouth, and Maple Grove	Overprogram		\$14,542,679	Overprogram	Overprogram	Overprogram	\$5,600,000	\$1,400,000	\$7,000,000	\$21,542,679	555	
6	14340	MVTA	Hennepin, Dakota	Minneapolis, Mendota Heights, Eagan		✓	Route 436 Expansion - Viking Lakes in Eagan, Mendota Heights, and Minneapolis			Overprogram				\$2,600,000	\$650,000	\$3,250,000	\$24,142,679	495	
7	14146	Metro Transit	Washington, Hennepin	Stillwater		✓	New Route 274 Express in Stillwater and Minneapolis							\$1,321,553	\$330,388	\$1,651,941	\$25,464,232	453	
8	14296	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 23 Service Improvement in Minneapolis and St. Paul							\$3,018,668	\$754,667	\$3,773,336	\$28,482,901	337	
9	14178	Metro Transit	Ramsey, Washington	7 Cities		✓	Route 219 Service Improvement in Maplewood, White Bear Lake, Mahtomedi, North St. Paul, Oakdale, Landfall, and St. Paul							\$1,750,320	\$437,580	\$2,187,900	\$30,233,221	328	
10	14330	SouthWest Transit	Hennepin, Carver	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	SouthWest Transit Golden Triangle Mobility Hub in Eden Prairie, Chaska, Chanhassen, Carver, Victoria							\$4,055,200	\$1,013,800	\$5,069,000	\$34,288,421	295	
														\$34,288,421	\$14,993,052	\$49,281,473			

Transit Modernization							Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores		
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects							Less Road Expansion	
1*	14392	Metro Transit	Ramsey	St. Paul	✓		Gold Line Ramsey Washington Saint Paul Downtown Modernization							\$7,000,000	\$3,500,000	\$10,500,000	\$7,000,000	721	
2	14357	Metro Transit	Regional	Regional			Bus Farebox Upgrade for All Regional Transit Providers			\$14,000,000				\$7,000,000	\$1,750,000	\$8,750,000	\$14,000,000	637	
3	14078	Dakota Co	Dakota	Apple Valley	✓	✓	140th Red Line Pedestrian Bicycle Overpass in Apple Valley	Skip due to	BRT maximum	being met	with Gold	Line	ID#14392	\$2,400,000	\$600,000	\$3,000,000	\$16,400,000	610	
4	14171	MVTA	Dakota	7 Cities		✓	Burnsville Bus Garage (BBG) Modernization							\$2,800,000	\$700,000	\$3,500,000	\$19,200,000	604	
5	14084	Apple Valley	Dakota	Apple Valley	✓	✓	Apple Valley Red Line BRT 147th Street Station Skyway	Skip due to	BRT maximum	being met	with Gold	Line	ID#14392	\$3,810,400	\$952,600	\$4,763,000	\$23,010,400	602	
6	14191	SouthWest Transit	Carver	Chaska		✓	Signal Prioritization at East Creek Park and Ride in Chaska	\$17,243,520	\$17,243,520		\$17,243,520	\$17,243,520	\$17,243,520	\$443,520	\$110,800	\$554,320	\$23,453,920	582	
7	14076	SouthWest Transit	Carver	Chanhassen		✓	Solar Array at SouthWest Village in Chanhassen							\$4,840,000	\$1,210,000	\$6,050,000	\$28,293,920	436	
8	14190	MVTA	Dakota, Hennepin, Scott	7 Cities		✓	Burnsville Transit Station (BTS) Modernization-Elevator Installation							\$656,000	\$164,000	\$820,000	\$28,949,920	411	
9	14295	MVTA	Dakota, Hennepin, Ramsey	7 Cities		✓	Eagan Transit Station (ETS) Modernization-Elevator Installation							\$440,000	\$110,000	\$550,000	\$29,389,920	247	
														\$29,389,920	\$9,097,400	\$38,487,320			

Arterial Bus Rapid Transit Program							Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects							Less Road Expansion
		Metro Transit					Arterial Bus Rapid Transit Program	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000					

TMO/TDM							Midpoint of Modal Funding Ranges					Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects							Less Road Expansion
	-	-					TMO Set-aside for 2025-2026*	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$1,450,000	\$7,250,000	\$5,800,000	-
	-	-					TDM Set-aside for 2025-2026*	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-

1	14041	MOVE Minnesota	Hennepin, Ramsey	Minneapolis, St. Paul			Changing the School Commute: Shifting Youth to Transit Use							\$452,700	\$113,175	\$565,875	\$452,700	892	
2	14372	Bicycle Alliance of Minnesota	Hennepin, Ramsey, Dakota	13 Cities			Expanding Adult Learn to Ride Bicycle classes and related programming from St. Paul and Minneapolis to inner suburbs							\$350,488	\$147,600	\$498,088	\$803,188	733	
3	13996	Cycling Without Age Twin Cities	Hennepin, Ramsey	Minneapolis, St. Paul			CWA TC Short Trip Program							\$236,856	\$59,214	\$296,070	\$1,040,044	598	
4	14400	Move Minneapolis	Hennepin	Minneapolis			Comprehensive Mode Share Measurement	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$275,000	\$69,094	\$344,094	\$1,315,044	444	
Total (does not include TDM projects)								\$58,186,199	\$53,516,713	\$60,542,679	\$58,186,199	\$58,186,199	\$58,186,199	\$58,186,199	\$1,315,044	\$389,083	\$1,704,127	\$3,610,976	
10% Overprogramming or +\$6M for Transit: Increases Midpoint to \$63M								\$63,786,199	\$58,186,199	\$63,142,679	\$63,786,199	\$63,786,199	\$63,786,199	\$63,786,199	\$7,000,000	\$1,750,000	\$8,750,000		

* Gold Line BRT projects are top scores in both transit categories. Gold Line project partners indicated preference for Transit Modernization project if only one can be funded.

**DRAFT FUNDING SCENARIO
BICYCLE AND PEDESTRIAN FACILITIES
Multiuse Trails and Bicycle Facilities**

Funding Range - 9%-20% (\$17M - \$39M)
Midpoint-14.5% (\$28M)

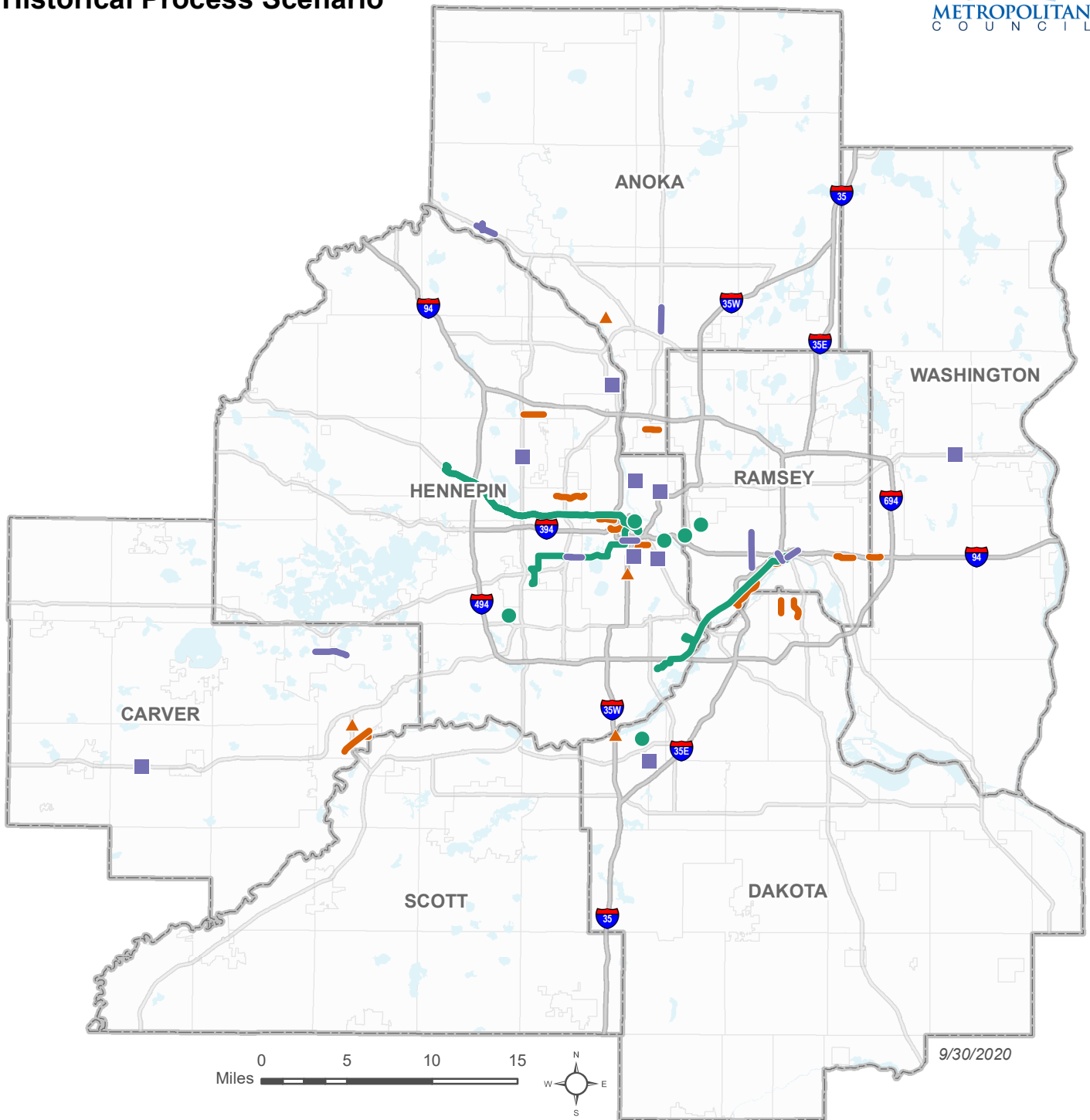
						Midpoint of Modal Funding Ranges											
Rank	ID	Applicant	County	City	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion	Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
1	14160	Minneapolis	Hennepin	Minneapolis	Hennepin/Dunwoody Protected Bikeway & Multiuse Trail							\$3,760,000	\$940,000	\$4,700,000	\$3,760,000	943	
2	14112	St Paul	Ramsey	St. Paul	Samuel Morgan Regional Trail Segments 1 & 4 Reconstruction							\$4,956,800	\$1,239,200	\$6,196,000	\$8,716,800	883	
3	14335	St Paul	Ramsey	St. Paul	Kellogg Blvd Capital City Bikeway - St. Peter to 7th St							\$5,500,000	\$1,444,759	\$6,944,759	\$14,216,800	870	
4	14115	Burnsville	Dakota	Burnsville	I-35W Frontage Trail /I-35W Minnesota River Crossing							\$388,000	\$97,000	\$485,000	\$14,604,800	804	
5	13983	Three Rivers PD	Hennepin	Golden Valley	Basset Creek Reg Trail Gap / Duluth St							\$2,561,876	\$640,469	\$3,202,345	\$17,166,676	786	
6-T	14302	Brooklyn Park	Hennepin	Brooklyn Park	63rd Avenue Multiuse Trail							\$744,000	\$186,000	\$930,000	\$17,910,676	783	
6-T	14350	Washington Co	Washington	Oakdale	Century-Greenway Trail							\$825,865	\$206,466	\$1,032,331	\$18,736,541	783	
8	14131	West St Paul	Dakota	West St Paul	CSAH 73 Oakdale Multiuse Trail							\$1,785,600	\$446,400	\$2,232,000	\$20,522,141	779	
9	14026	Coon Rapids	Anoka	Coon Rapids	Coon Creek Reg Trail and Bridge over Coon Rapids Blvd				\$20,522,141			\$2,400,000	\$2,350,000	\$4,750,000	\$22,922,141	775	
10	14287	Chaska	Carver	Chaska	Circle the Brick Trail Connection	\$24,167,773	\$24,167,773			\$24,167,773		\$1,245,632	\$315,408	\$1,561,040	\$24,167,773	750	
11	14062	Minnetonka	Hennepin	Minnetonka	Hopkins Crossroad Multi-Use Trail			\$26,532,473				\$2,364,700	\$591,100	\$2,955,800	\$26,532,473	731	
12	14113	St Paul	Ramsey	St Paul	Point Douglas Regional Trail Phase 1 Construction						\$31,573,403	\$5,040,930	\$1,260,233	\$6,301,163	\$31,573,403	726	
13	14092	Ramsey Co	Ramsey	White Bear Lake, Vadnais Hts, White Bear Twp	Bruce Vento Regional Trail Extension							\$4,688,000	\$1,172,000	\$5,860,000	\$36,261,403	725	
14-T	14097	Burnsville	Dakota	Burnsville	Multiuse Trail Along Nicollet Avenue Between Trunk Highway 13 and CSAH 32 (Cliff Road)							\$760,000	\$190,000	\$950,000	\$37,021,403	723	
14-T	14367	Woodbury	Washington	Woodbury	Woodbury Gold Line Station Trail & Pedestrian Connections							\$1,113,500	\$278,375	\$1,391,875	\$38,134,903	723	
16	14322	Anoka (City)	Anoka	Anoka	City of Anoka T.H. 169/Ferry Street Underpass							\$1,440,000	\$360,000	\$1,800,000	\$39,574,903	711	
17	14341	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights Babcock Trail							\$383,040	\$95,760	\$478,800	\$39,957,943	710	
18	14389	Washington Co	Washington	Woodbury	Valley Creek Road Multiuse Trail Project							\$508,000	\$127,000	\$635,000	\$40,465,943	701	
19	13971	Dakota Co	Dakota	Eagan	MN River Regional Greenway - Ft Snelling State Park UP Rail Overpass							\$3,777,940	\$944,485	\$4,722,425	\$44,243,883	694	
20	14057	Fridley	Anoka	Fridley	53rd Avenue Trail and Sidewalk							\$1,843,313	\$460,829	\$2,304,142	\$46,087,196	684	
21	14073	Dakota Co	Dakota	Mendota Heights	TH 149 Trail and Underpass							\$2,104,100	\$526,025	\$2,630,125	\$48,191,296	669	
22	14175	Anoka Co	Anoka	Fridley	MRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements							\$1,832,000	\$458,000	\$2,290,000	\$50,023,296	666	
23	14342	Farmington	Dakota	Farmington	North Creek Greenway Regional Trail - Downtown Farmington to 195th Street							\$1,411,200	\$352,800	\$1,764,000	\$51,434,496	664	
24-T	14034	Bloomington	Hennepin	Bloomington	Normandale Boulevard Multiuse Trail							\$4,000,000	\$1,476,128	\$5,476,128	\$55,434,496	661	
24-T	14290	Arden Hills	Ramsey	Arden Hills	Mounds View High School Trail							\$974,936	\$243,734	\$1,218,670	\$56,409,432	661	
26	14072	Dakota Co	Dakota	Rosemount	Rosemount CSAH 42 Multiuse Trail and Underpass							\$2,480,000	\$620,000	\$3,100,000	\$58,889,432	651	
27	14070	Scott Co	Scott	Carver, Louisville Twp	Merriam Junction Trail							\$5,500,000	\$4,900,000	\$10,400,000	\$64,389,432	626	
28	14104	Lino Lakes	Anoka	Lino Lakes	Main Street (CSAH 14)/Central Anoka County Regional Trail							\$976,000	\$244,000	\$1,220,000	\$65,365,432	622	
29	13972	Shakopee	Scott	Shakopee	TH 169 Bridge/Quarry Lake Trail							\$3,139,200	\$784,800	\$3,924,000	\$68,504,632	618	
30	14404	Washington Co	Washington	Forest Lake	CSAH 32 Multiuse Trail							\$928,000	\$232,000	\$1,160,000	\$69,432,632	613	
31	14063	Carver Co	Carver, Hennepin	Chanhassen, Eden Prairie	MN River Bluffs Regional Trail							\$1,594,720	\$398,680	\$1,993,400	\$71,027,352	608	
32	14349	Minneapolis	Hennepin	Minneapolis	22nd Avenue Pedestrian and Bicycle Bridge Replacement							\$3,145,000	\$786,250	\$3,931,250	\$74,172,352	607	
33	14161	Cottage Grove	Washington	Cottage Grove	70th Street (CSAH 22) Pedestrian Underpass							\$1,389,690	\$347,425	\$1,737,115	\$75,562,042	586	
34	14085	Apple Valley	Dakota	Apple Valley	Apple Valley CSAH 38 Trail							\$4,000,000	\$1,000,000	\$5,000,000	\$79,562,042	580	
35	14297	Arden Hills	Ramsey	Arden Hills	Old Snelling Trail Extension							\$1,692,160	\$423,040	\$2,115,200	\$81,254,202	566	
36	14162	Cottage Grove	Washington	Cottage Grove	Keats Avenue (CSAH 19) Underpass at Ravine Regional Park							\$1,793,936	\$448,485	\$2,242,421	\$83,048,138	508	
37	14336	Rogers	Hennepin	Rogers	Rogers High School and Middle School Pedestrian Tunnel							\$1,083,331	\$270,833	\$1,354,164	\$84,131,469	492	
												\$84,131,469	\$26,857,684	\$110,989,153			

Pedestrian Facilities						Midpoint of Modal Funding Ranges											
Rank	ID	Applicant	County	City	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion	Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
1	14095	Minneapolis	Hennepin	Minneapolis	Phillips Neighborhood Pedestrian Safety Improvements							\$1,000,000	\$608,000	\$1,608,000	\$1,000,000	947	
2	13987	Hennepin Co	Hennepin	Minneapolis	Accessibility improvements to complement BRT/LRT projects			\$2,000,000				\$1,000,000	\$265,000	\$1,265,000	\$2,000,000	642	
3	14355	St. Paul	Ramsey	St. Paul	Burns Avenue Sidewalk Infill - White Bear Avenue to McKnight Road	\$3,000,000	\$3,000,000			\$3,000,000		\$1,000,000	\$250,000	\$1,250,000	\$3,000,000	603	
4	14288	Chaska	Carver	Chaska	Highway 41 Pedestrian Improvements in Historic Downtown Chaska	Overprogram	Overprogram			Overprogram		\$1,000,000	\$754,000	\$1,754,000	\$4,000,000	587	
5	14356	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights ADA Ped Ramp Improvements							\$250,240	\$62,560	\$312,800	\$4,250,240	557	
6	14129	Ramsey Co	Ramsey	St. Paul	Maple Street/I-94 Pedestrian Bridge Replacement						\$5,250,240	\$1,000,000	\$3,858,000	\$4,858,000	\$5,250,240	512	
7	14091	Oakdale	Washington	Oakdale	Multiuse Sidewalk on the west side of Greenway Avenue North from Hudson Boulevard to 7th Street N						Overprogram	\$400,000	\$100,000	\$500,000	\$5,650,240	503	
8	14363	Washington Co	Washington	Grant Twp	CSAH 12 Pedestrian Facility				\$5,907,040		Overprogram	\$256,800	\$64,200	\$321,000	\$5,907,040	468	
												\$5,907,040	\$5,961,760	\$11,868,800			

Safe Routes to School					Midpoint of Modal Funding Ranges						Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
Rank	ID	Applicant	County	City	Project Name	Historical Process	Regional Highways	Bigger Projects	More Projects	Less Road Expansion						
1	14393	Columbia Heights	Anoka	Columbia Heights	49th Avenue Area SRTS Improvements							\$484,400	\$121,100	\$605,500	\$484,400	902
2	14133	West St. Paul	Dakota	West St. Paul	Bidwell Street Sidewalk Improvements			\$1,124,400				\$640,000	\$160,000	\$800,000	\$1,124,400	869
3	14362	Chaska	Carver	Chaska	MN 41 Safe Routes to School Pedestrian Underpass Project			Overprogram				\$933,360	\$233,340	\$1,166,700	\$2,057,760	757
4	14045	Minneapolis	Hennepin	Minneapolis	Green Central Safe Routes to School Improvements	\$3,057,760	\$3,057,760	Overprogram		\$3,057,760	\$3,057,760	\$1,000,000	\$991,000	\$1,991,000	\$3,057,760	745
5	14358	St. Paul	Ramsey	St. Paul	Crossroads Elementary SRTS						Overprogram	\$720,000	\$180,000	\$900,000	\$3,777,760	657
6	13973	Mahtomedi	Washington	Mahtomedi	Warner Road and 72nd Street North SRTS Improvements				\$4,113,343		Overprogram	\$335,583	\$83,896	\$419,479	\$4,113,343	656
						\$30,225,533	\$30,225,533	\$29,656,873	\$30,542,524	\$30,225,533	\$39,881,403	\$4,113,343	\$1,769,336	\$5,882,679		
10% Overprogramming or +\$3M for Bike/Pedestrian: Increases midpoint to \$31M						\$ 31,225,533	\$ 31,225,533	\$ 31,590,233	\$ 32,942,524	\$ 31,225,533	\$ 41,593,786					

Highlighted ID numbers = Equity Bonus Points

**Figure 1. Locations of 2020 Regional Solicitation Projects
Historical Process Scenario**



Projects

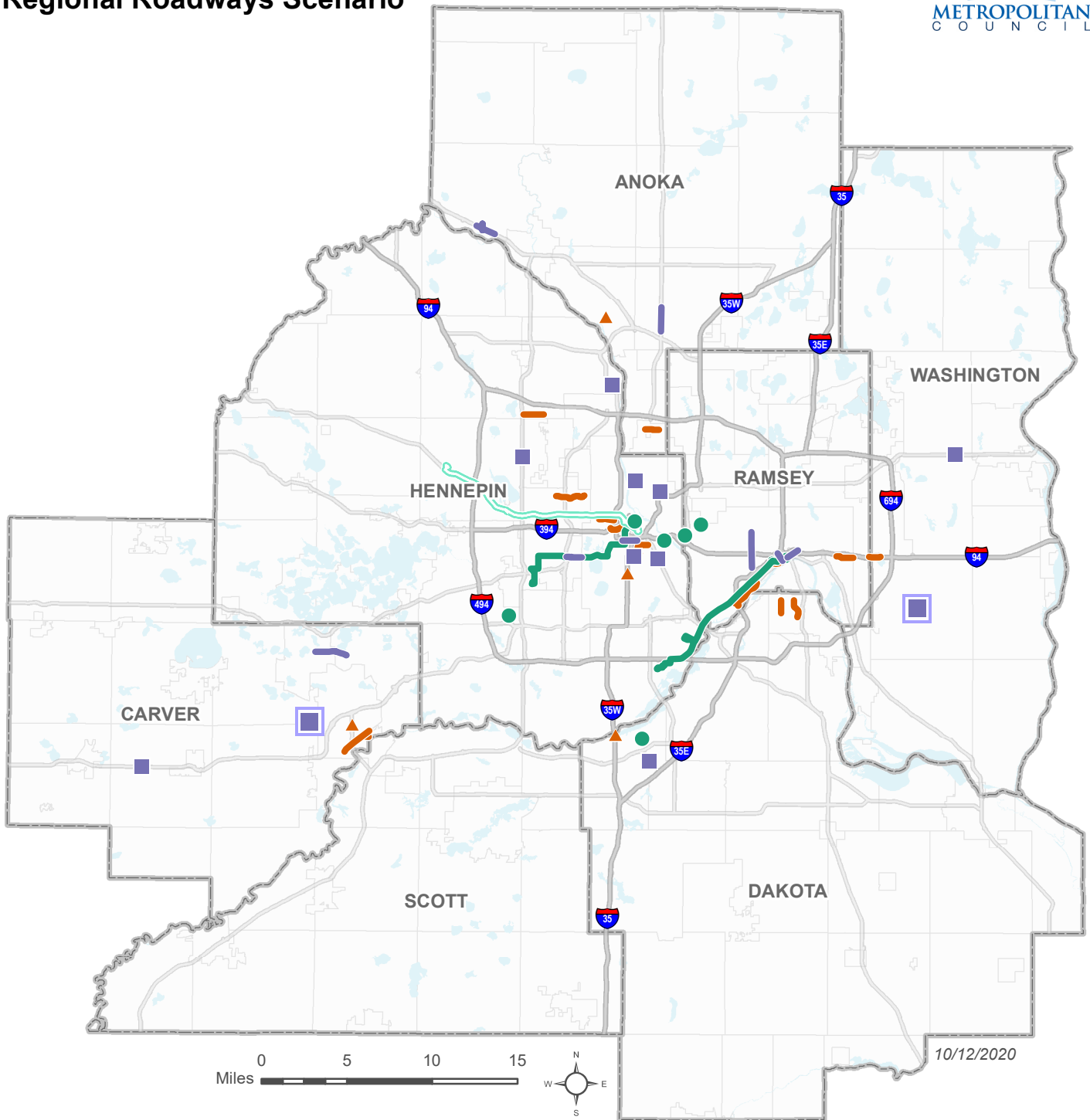
- Roadway
- Transit
- ▲ Bicycle/Pedestrian

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

46 Total Projects

**Figure 2. Locations of 2020 Regional Solicitation Projects
Regional Roadways Scenario**



Projects

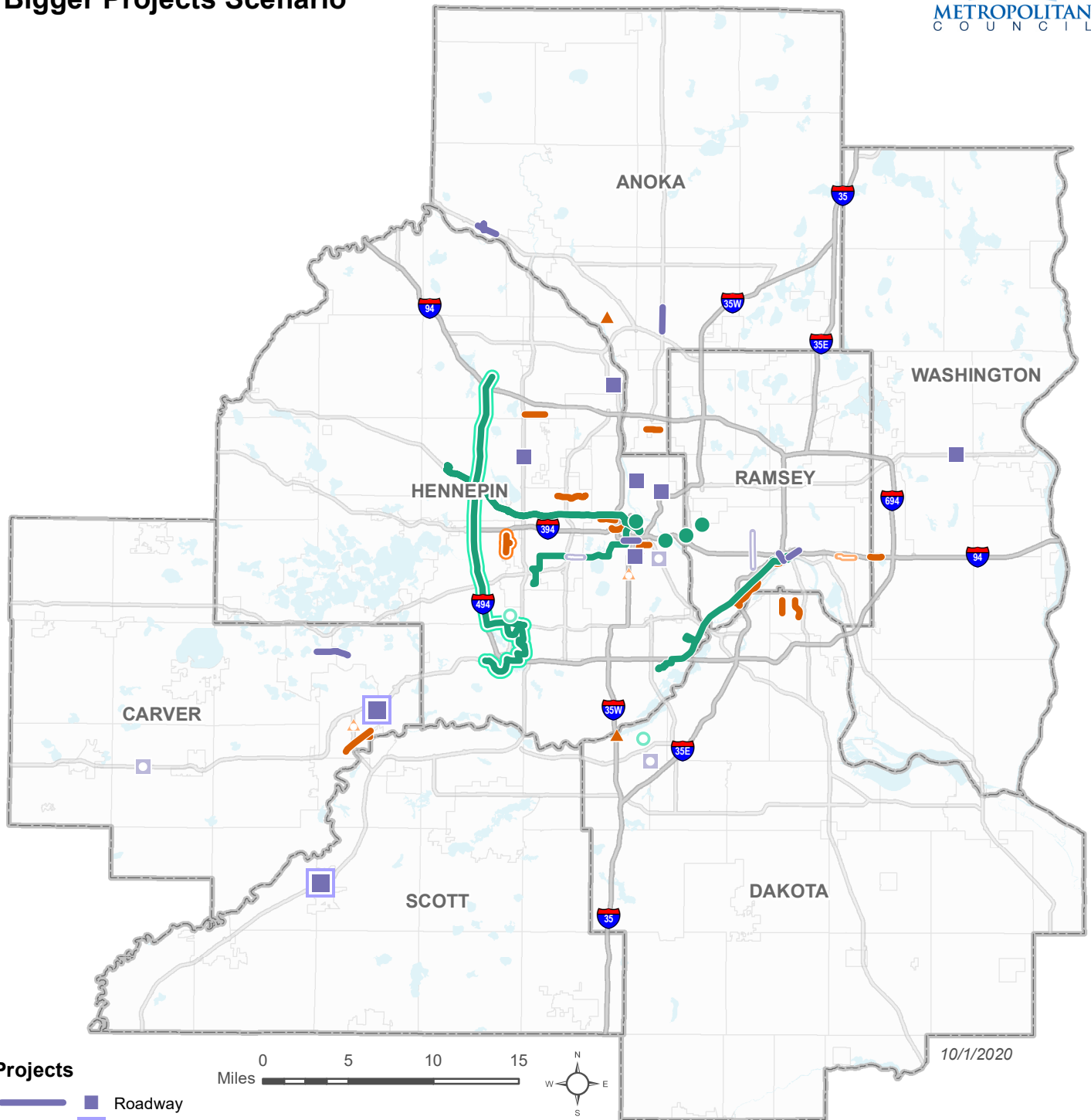
- Roadway
- Roadway Additions
- Transit
- Transit Subtractions
- ▲ Bicycle/Pedestrian

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

47 Total Projects

**Figure 3. Locations of 2020 Regional Solicitation Projects
Bigger Projects Scenario**



10/1/2020

Projects

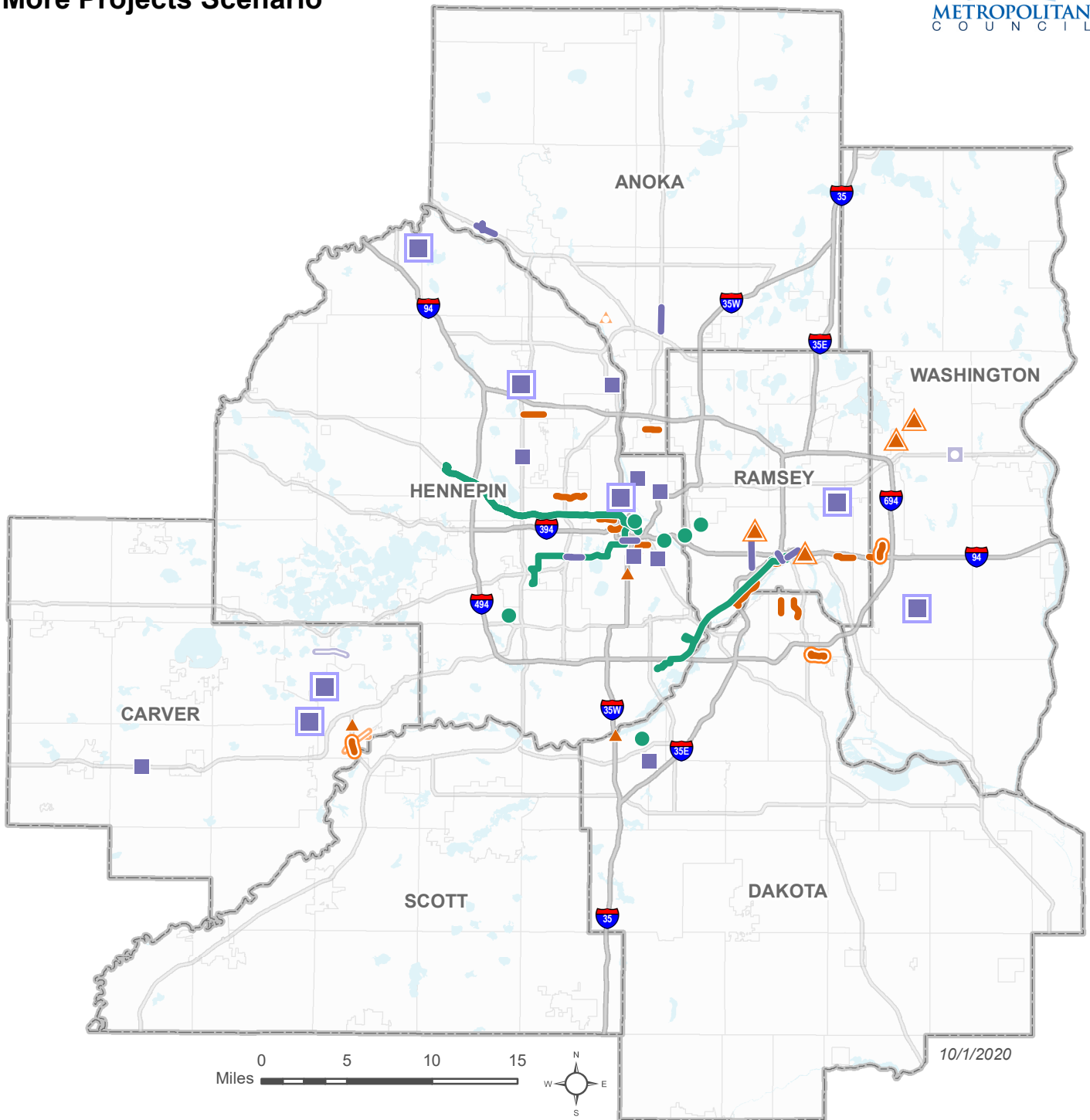
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- Roadway Additions
- Roadway Subtractions
- Transit
- Transit Additions
- Transit Subtractions
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions
- Bicycle/Pedestrian Subtractions

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

40 Total Projects

**Figure 4. Locations of 2020 Regional Solicitation Projects
More Projects Scenario**



Projects

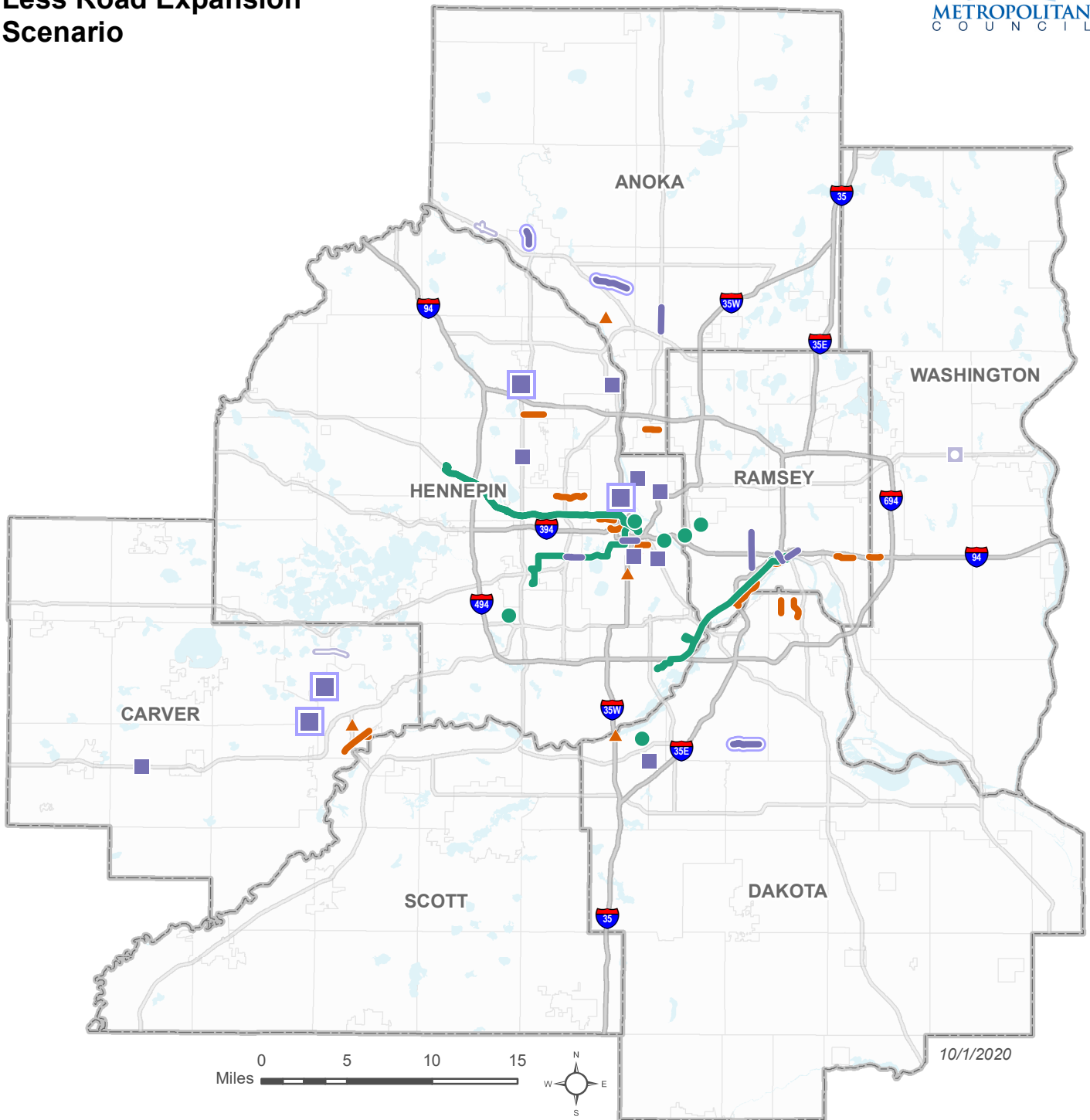
- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions
- Bicycle/Pedestrian Subtractions

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

56 Total Projects

**Figure 5. Locations of 2020 Regional Solicitation Projects
Less Road Expansion
Scenario**



Projects

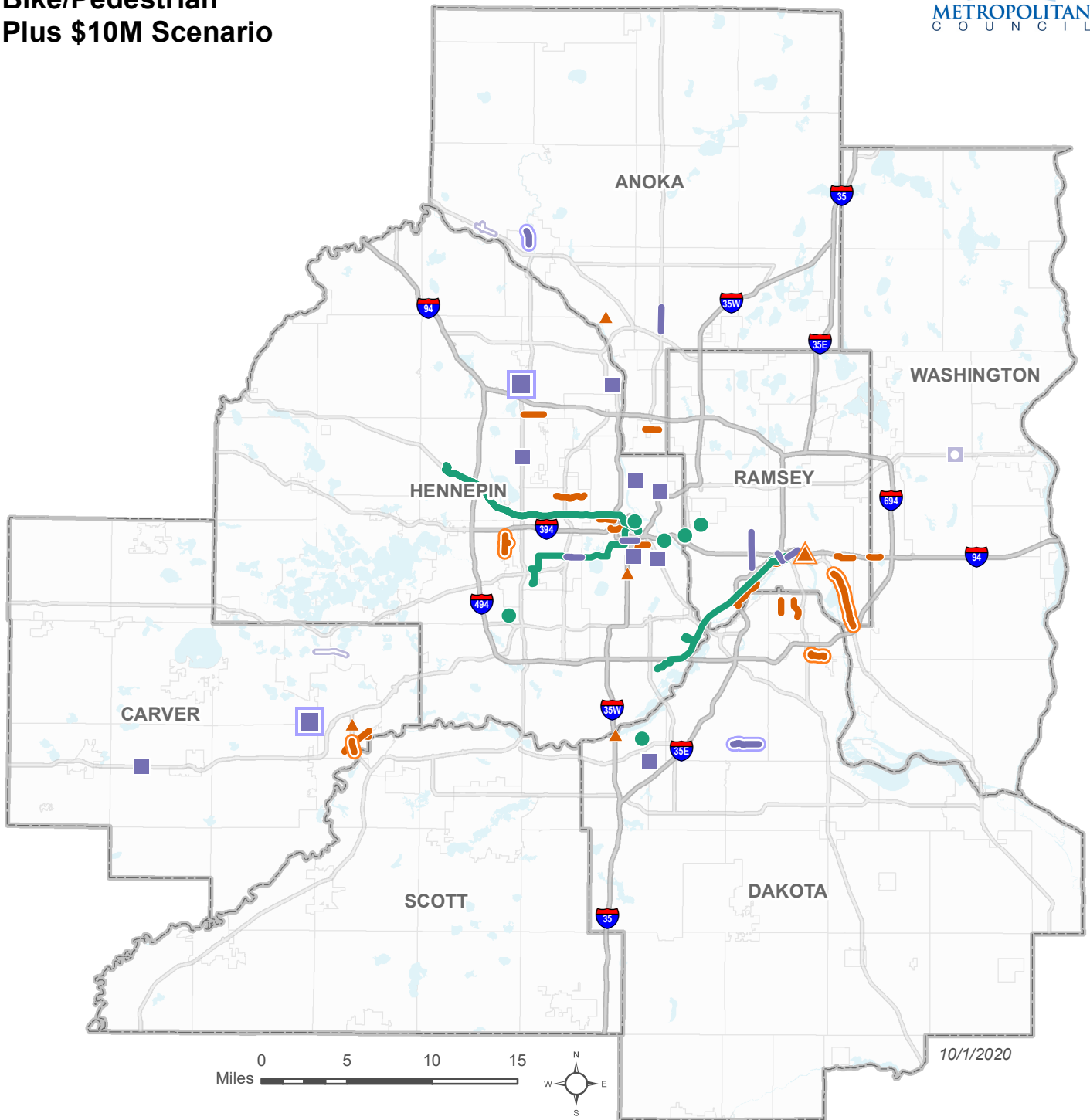
- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

50 Total Projects

**Figure 6. Locations of 2020 Regional Solicitation Projects
Bike/Pedestrian
Plus \$10M Scenario**



Projects

- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

52 Total Projects