

# MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday November 19, 2020

Remote Meeting Via Webex# | 1:30 PM

# Contact Joe Barbeau ([joseph.barbeau@metc.state.mn.us](mailto: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

October 22, 2020, meeting of the Funding & Programming Committee\*

### IV. TAB REPORT

### V. BUSINESS

1. 2020-38: 2020 Highway Safety Improvement Program Project Selection\*
2. 2020-39: 2020 Regional Solicitation Funding Scenario Options\*

### VI. INFORMATION

### 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, October 22, 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 (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Innocent Eyoh (MPCA), Colleen Brown (MnDOT Metro District State Aid), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Michael Thompson (Plymouth), Jenifer Hager (Minneapolis), Anne Weber (St. Paul)

**Committee Members Absent:** John Sass (Dakota County), Karl Keel (Bloomington)

## I. CALL TO ORDER

A quorum being present, Chair Oehme called the regular meeting of the Funding & Programming Committee to order at 1:33 p.m. on Thursday, October 22, 2020. Due to the COVID-19 pandemic, the meeting was held via teleconference.

## II. APPROVAL OF AGENDA

The agenda was approved without a vote. A vote is only needed if any changes are made to the agenda.

## III. APPROVAL OF MINUTES

MOTION: It was moved by Spooner-Mueller and seconded by Koutsoukos to approve the minutes of the September 17, 2020, regular meeting of the Funding & Programming Committee. The motion was approved unanimously via roll-call.

## IV. TAB REPORT

Koutsoukos reported on the October 21, 2020, TAB meeting.

## V. BUSINESS

None

## VI. INFORMATION

### 1. Regional Solicitation Before and After Study Update

Lance Bernard, HKGi and Ashley Hudson, Bolton & Menk provided an update on the Regional Solicitation Before and After Study. They provided a project overview and update on the findings on the seven project tasks.

McCartney asked whether the study is examining the initial project cost estimate versus the final project cost. Bernard replied that this is not a part of the project scope but it could be examined. Koster said that lower-cost projects tend to score well in the risk assessment measure and that cost increases diminish that benefit.

Hiniker asked whether the bicycle and pedestrian evaluations are as complex as those done for the Regional Solicitation. Bernard said that MPOs handle it in different ways and that a lot of MPOs rely on their long-range transportation plans to inform their funding. Hiniker asked

whether bicycle and pedestrian projects were funded by MPOs that tend to award funds to larger projects, to which Bernard replied that these MPOs tend to include projects that are parts of larger bicycle/pedestrian networks.

## 2. 2020 Regional Solicitation Funding Scenarios

Steve Peterson, Metropolitan Council, updated the group on TAB's response to the six funding scenarios that were provided at the October 21 TAB meeting. TAB members prefer two scenarios: the Historical Process scenario and the More Projects scenario. TAB also requested that while 10 percent overprogramming should occur, it should not be assigned to projects at this time but should be assigned after consideration of what rationale(s) should be used. TAB members also expressed concern with Scott County's lack of funding, MnDOT's concern with being able to provide as much match as they historically have, the inclusion of multimodal elements in many roadway projects, and the preference not to shift the modal midpoints away from the recently-assigned \$5 million extra for transit.

Koster said that two years ago, some applicants took less funding than they applied for, which could be an option this time.

Hiniker said that the geographic balance focus is on counties and asked whether there has been consideration for the types of applicants receiving, and not receiving, funds. Peterson said that the unique applicants could be shown. Barbeau said that unique applicants have been shown in the past and noted that the use of counties is a way to generally indicate geographic distribution. Jenson noted that a lot of projects are collaborations between counties and cities.

Pieper asked whether the \$10 million maximum federal award in the Strategic Capacity category has to be retained. Peterson said that applicants in that category applied with the expectation of that amount available. Oehme suggested that this might be more of a consideration for the next Regional Solicitation.

Regarding overprogramming, Pieper asked whether withdrawn projects are mostly roadway projects. Peterson said that withdrawals have happened in all modes, but a more specific breakdown can be created.

Koster said funding more Traffic Management Technologies projects would address the goal of funding low-cost, high-benefit projects, along with more projects.

Koster asked whether all of the Travel Demand Management projects are eligible, to which Peterson replied that that is still yet to be determined. Peterson added that all four projects are likely to get at least partial funding.

Hiniker said that the rules that limited the Gold Line to only receiving one project enabled opt-outs to get funding.

Stenson suggested that the overprogramming could be used for bicycle and pedestrian projects since they are low-cost.

Oehme asked whether higher-scoring projects are ever skipped to achieve regional balance. Peterson replied that skipping high-scoring projects has occurred to fund each functional classification, per rule, but not to achieve regional balance.

Oehme asked whether partial funding is ever done, to which Peterson replied that it has never been considered this early in the process.

Hiniker asked whether the safety or multi-modal impacts of a scenario can be determined, sharing an example of a Washington County project near the funding line that scored 120 out of 120 on crash reduction. Koutsoukos cautioned that this could effectively change the established weights of the measures.

Lyndon Robjert from Carver County said that TAB leaned heavily toward the Historical Process scenario and suggested that the focus be on the overprogramming in that scenario. Oehme suggested that overprogramming could be used to fund Pedestrian Facilities and Safe Routes to School projects as well as to fund projects in Scott County and Dakota County. Stenson said that if all the Roadway projects that needed to be funded to help those counties were funded at 50 percent it would be \$16.5 million, leaving \$3.5 million for bicycle and pedestrian projects, though that ignores transit.

Thompson said that TAB was interested in knowing the impact of the bicycle and pedestrian elements included in the roadway projects.

## **VII. OTHER BUSINESS**

None.

## **VIII. ADJOURNMENT**

The meeting was adjourned via voice vote.

Joe Barbeau  
Recording Secretary

**ACTION TRANSMITTAL No. 2020-38**

**DATE:** November 19, 2020

**TO:** TAC Funding and Programming Committee

**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
Steve Peterson, Mgr. of Highway Planning and TAB/TAC Process

**SUBJECT:** 2020 Highway Safety Improvement Program Project Selection

**REQUESTED ACTION:** MnDOT requests approval of the attached 25 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation.

**RECOMMENDED MOTION:** That the TAC Funding & Programming Committee recommend that TAC recommend to TAB approval of the attached 25 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion of all Urbanized Area projects in the draft 2022-25 TIP.

**BACKGROUND AND PURPOSE OF ACTION:** The Highway Safety Improvement Program (HSIP) is a core federal program defined in the FAST Act. HSIP is 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. In order to obligate HSIP funds, the state must develop, implement, and update a Strategic Highway Safety Plan and produce a program of projects.

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

With guidance and recommendation from its technical committees, the TAB's role is to approve the solicitation criteria and select projects to be awarded HSIP funds. MnDOT conducted a solicitation for both "proactive" and "reactive" projects to be funded primarily in 2024 and 2025 (though there is also limited available funding in 2022 and 2023). The attached projects, if approved, will be included in the 2022-2025 TIP to be released for public comment in June 2021. The total federal funds available is approximately \$31.6 million.

Scores and rankings are shown in the attachment. Note that one project, P9, Hennepin County's CSAH 3 safety project scored well enough to be funded. However, it is not included in the attached program of projects because it is shown as funded in all remaining scenarios of the 2020 Regional Solicitation as a Roadways Spot Mobility and Safety project.

**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 four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. Each project is consistent with the Transportation Policy Plan. Public input opportunity will occur when the TIP is out for public review. The region's Transportation Policy Plan includes transportation safety policies and strategies. The projects selected through the HSIP solicitation are consistent with that plan.

**STAFF ANALYSIS:** Staff recommends approval of the attached 25 projects for funding through the HSIP solicitation and inclusion of all Urbanized Area projects in the draft 2022-25 TIP. HSIP funds are awarded by MnDOT district. MnDOT's Metro District includes Chisago County, along with the seven-county metro area. One project selected through this process, P13, is located in Chisago County, bringing the total HSIP projects awarded funding to 26. Due to its location, it does not need MPO approval as part of this action item, nor will it be placed in region's TIP.

---

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED/COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	11/19/2020
Technical Advisory Committee	Review & Recommend	12/2/2020
Transportation Advisory Board	Review & Adopt	12/16/2020

# 2024 / 2025 HSIP Projects (Reactive)

10/8/2020

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 #
						2022 HSIP \$ Awarded	2023 HSIP \$ Awarded	2024 HSIP \$ Awarded	2025 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	Fridley	TH 47 (University Ave)	from 53rd Ave to 85th Ave	Enhanced lighting at ped crossings, lighting at bus stops, concrete sidewalk at bus stop NE corner at Osborne Rd	\$1,947,240			\$1,947,240		\$216,360	\$2,163,600	600	200	100	63	963	R12
R20	Ramsey County	University Ave	at Simpson St, at Albert St, at Syndicate St, at Arundel St	Install RRFB's, APS, reconstruct ped ramps	\$504,000	\$504,000				\$56,000	\$560,000	530	184	4	70	788	R20
R13	Hennepin County	CSAH 52 (Hennepin Ave)	from 10th Ave to 11th Ave (over I-35W)	Modifying intersections, reduce conflicting vehicle and ped speeds, traffic signal mods, ADA upgrades	\$1,368,000			\$1,368,000		\$152,000	\$1,520,000	400	128	10	83	621	R13
R15	Minneapolis	3 locations	Lake St at 28th Ave Franklin Ave btwn 13th and 14th Ave Cedar Ave at 6th Street	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,080,000	\$1,080,000				\$120,000	\$1,200,000	370	112	16	90	588	R15
R16	Minneapolis	LaSalle Ave Nicollet Ave	at Grant St, at 15th St, at Groveland Ave at Grant St, at 15th St, at 18th St	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,800,000			\$1,800,000		\$200,000	\$2,000,000	339	120	19	90	568	R16
R23	Scott County	CSAH 78	at CSAH / CR 69	Construct roundabout	\$1,595,700			\$1,595,700		\$177,300	\$1,773,000	234	176	10	90	510	R23
R17	Minneapolis	Lyndale Ave	at 18th Ave, 24th Ave, 29th Ave, 36th Ave	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,260,000			\$1,260,000		\$140,000	\$1,400,000	274	120	7	90	491	R17
R11	Dakota County	CR 6 (Thompson Ave)	at CSAH 73 (Oakdale Ave)	Construct roundabout	\$1,395,000		\$1,395,000			\$155,000	\$1,550,000	245	144	4	87	480	R11
R6	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 7 (Rum River Road)	Construct roundabout	\$1,350,000				\$1,350,000	\$150,000	\$1,500,000	245	144	7	80	476	R6
R14	Minneapolis	Broadway Street	at Washington St, Monroe St, Filmore St, Buchanan St	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,170,000		\$1,170,000			\$130,000	\$1,300,000	223	128	16	73	440	R14
R18	MnDOT	I-35W	from TH 13 to I-35E	Install continuous lighting	\$720,000			\$720,000		\$80,000	\$800,000	229	136	7	33	405	R18
R21	Ramsey County	Dale Street	from Como Ave to North TH 36 ramps	Construct 4 lane to 3 lane conversion	\$2,000,000			\$2,000,000		\$1,525,048	\$3,525,048	132	152	13	97	394	R21

The projects below are NOT funded:

R26	Woodbury	Lake Road	from Woodlane Drive to Pioneer Drive	Reconstruct from 4 lane to 3 lane conversion	\$1,620,000					\$180,000	\$1,800,000	141	144	13	93	391	R26
R19	MnDOT	I-494	from Minnesota River to TH 3	Install continuous lighting	\$1,710,000					\$190,000	\$1,900,000	163	144	16	33	356	R19
R8	Anoka County	CSAH 34 (Birch Street)	at CSAH 54 (20th Ave)	Construct roundabout	\$1,170,000					\$130,000	\$1,300,000	110	152	4	80	346	R8
R9	Anoka County	CSAH 52 (Radisson Road)	at Cloud Drive	Construct a Traffic Signal, widen side street approaches to develop two lanes of approach.	\$540,000					\$60,000	\$600,000	133	128	0	77	338	R9
R24	Shakopee	Marystown Road	from Vierling Drive to CSAH 16 (17th Ave)	Construct 4 roundabouts (at Vierling Dr, N 169 ramps, S 169 ramps, 17th Av), and install ped/bike shared use paths and sidewalks	\$2,000,000					\$5,380,500	\$7,380,500	39	168	7	100	314	R24
R2	Anoka County	CSAH 6 (Mississippi St)	from TH 65 to CSAH 35	Construct 4 to 3 lane conversion with mini roundabout at CSAH 35 (Old Central Ave)	\$954,000					\$106,000	\$1,060,000	73	136	0	97	306	R2
R4	Anoka County	CSAH 22 (Viking Blvd)	at CR 66 (Cleary Road)	Construct roundabout	\$1,440,000					\$160,000	\$1,600,000	72	144	4	80	300	R4
R1	Anoka County	CSAH 6 (Mississippi St)	from TH 47 to TH 65	Construct 4 to 3 lane conversion with mini roundabouts at 7th St and Monroe intersections	\$1,922,400					\$213,600	\$2,136,000	50	144	7	97	298	R1
R25	Woodbury	Lake Road	from Blue Ridge Drive to Cherry Lane	Reconstruct from 4 lane to 3 lane conversion	\$2,000,000					\$970,520	\$2,970,520	58	136	4	93	291	R25
R7	Anoka County	CSAH 34 (Birch Street)	at CSAH 21 (Centerville Road)	Construct roundabout	\$1,440,000					\$160,000	\$1,600,000	68	128	4	80	280	R7
R3	Anoka County	CSAH 9 (Lake George Blvd)	at 221st Ave	Construct roundabout	\$1,350,000					\$150,000	\$1,500,000	60	128	0	80	268	R3
R5	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 5 (Nowthen Blvd)	Construct roundabout	\$1,440,000					\$160,000	\$1,600,000	53	120	4	80	257	R5
R22	St. Paul	4 locations	Cretin / St. Clair, Cretin / Randolph, East 7th / Forest, Hamline / Thomas	Replace signals, full mast arms, ADA, red light confirmation, ped count down timers, ped ramp improvements	\$1,296,000					\$144,000	\$1,440,000	78	112	0	60	250	R22

\$33,125,100    \$1,584,000    \$2,565,000    \$9,430,940    \$2,610,000    \$10,889,968    \$44,015,068

# 2024 / 2025 HSIP Projects (Proactive)

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 #
						2022 HSIP \$ Awarded	2023 HSIP \$ Awarded	2024 HSIP \$ Awarded	2025 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)		
P2	Bloomington	3 locations	98th St at Xerxes Ave, Lyndale Ave at 96th St, Old Shakopee Road at 3rd Ave	Ped safety improvements, refuge island, bump outs, overhead mast arms, RRFB's, LED lighting, ADA upgrades	\$331,200			\$331,200		\$36,800	\$368,000	100	300	14	171	200	100	885	P2
P21	Washington County	CSAH 15	from CSAH 12 to 240th Street	Install centerline rumble strips and wet reflective striping	\$111,657	\$111,657				\$12,406	\$124,063	100	300	74	20	200	75	769	P21
P20	MnDOT	TH 212	from TH 62 to TH 5	Install continuous lighting	\$450,000	\$450,000				\$50,000	\$500,000	75	199	34	152	200	50	710	P20
P3	Carver County	County Wide	Multiple locations	Install 56 miles (page 16) of enhanced pavement markings	\$785,570		\$785,570			\$87,285	\$872,855	100	73	47	193	200	50	663	P3
P15	MnDOT	TH 13	from Lynn Ave to Nicollet Ave in Savage	Install cable median barrier	\$425,250			\$425,250		\$47,250	\$472,500	100	275	14	92	150	0	631	P15
P13	MnDOT	TH 8	at Hazel Ave and 250th St in Wyoming Twp	Construct left turn lane at Hazel Ave Close 250th Street	\$544,500			\$544,500		\$60,500	\$605,000	25	275	0	105	200	25	630	P13
P5	Carver County	CSAH 40	between TH 25 and CSAH 52	Shoulder widening, safety edge, mumble strips, wet reflective ground in pavement markings	\$2,000,000			\$2,000,000		\$2,274,600	\$4,274,600	75	1	100	145	200	75	596	P5
P10	Hennepin County	3 locations	CSAH 52 at 67th St CSAH 66 at Noble Ave CSAH 66 at Hidden Lakes Pkwy	Install FYA's, ped ramps, APS, countdown timers	\$1,737,000			\$1,737,000		\$193,000	\$1,930,000	50	189	7	79	200	50	575	P10
P1	Andover	CSAH 18 (Crosstown Blvd)	at Nightingale Street	Construct roundabout	\$1,902,600			\$1,902,600		\$211,400	\$2,114,000	50	59	0	193	200	50	552	P1
P11	Minneapolis	26th Street 28th Street	at Dupont Ave, 26th St, Emerson Av at Dupont Ave, 28th St, Emerson Av, 3rd Av, 18th St	Ped ramp upgrades, traffic visibility improvements	\$1,620,000			\$1,620,000		\$180,000	\$1,800,000	50	91	0	163	180	40	524	P11
P12	MnDOT	TH 3	at 142nd Street in Rosemount	Construct roundabout	\$1,107,000			\$1,107,000		\$123,000	\$1,230,000	25	122	0	193	150	25	515	P12
P24	Blaine	99th Ave	at Baltimore Street	Construct roundabout	\$1,530,000	\$1,530,000				\$170,000	\$1,700,000	25	58	7	193	200	25	508	P24
P4	Carver County	CSAH 10	at Waconia Parkway	Construct a turbo roundabout	\$1,759,895			\$1,759,895		\$195,544	\$1,955,439	25	53	0	193	200	25	496	P4
P14	MnDOT	TH 13	at Wachtler Ave in Mendota Heights	Construct roundabout	\$1,152,000			\$1,152,000		\$128,000	\$1,280,000	25	89	0	193	150	25	482	P14

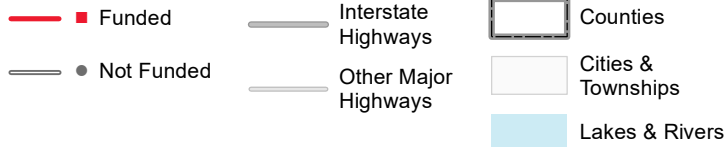
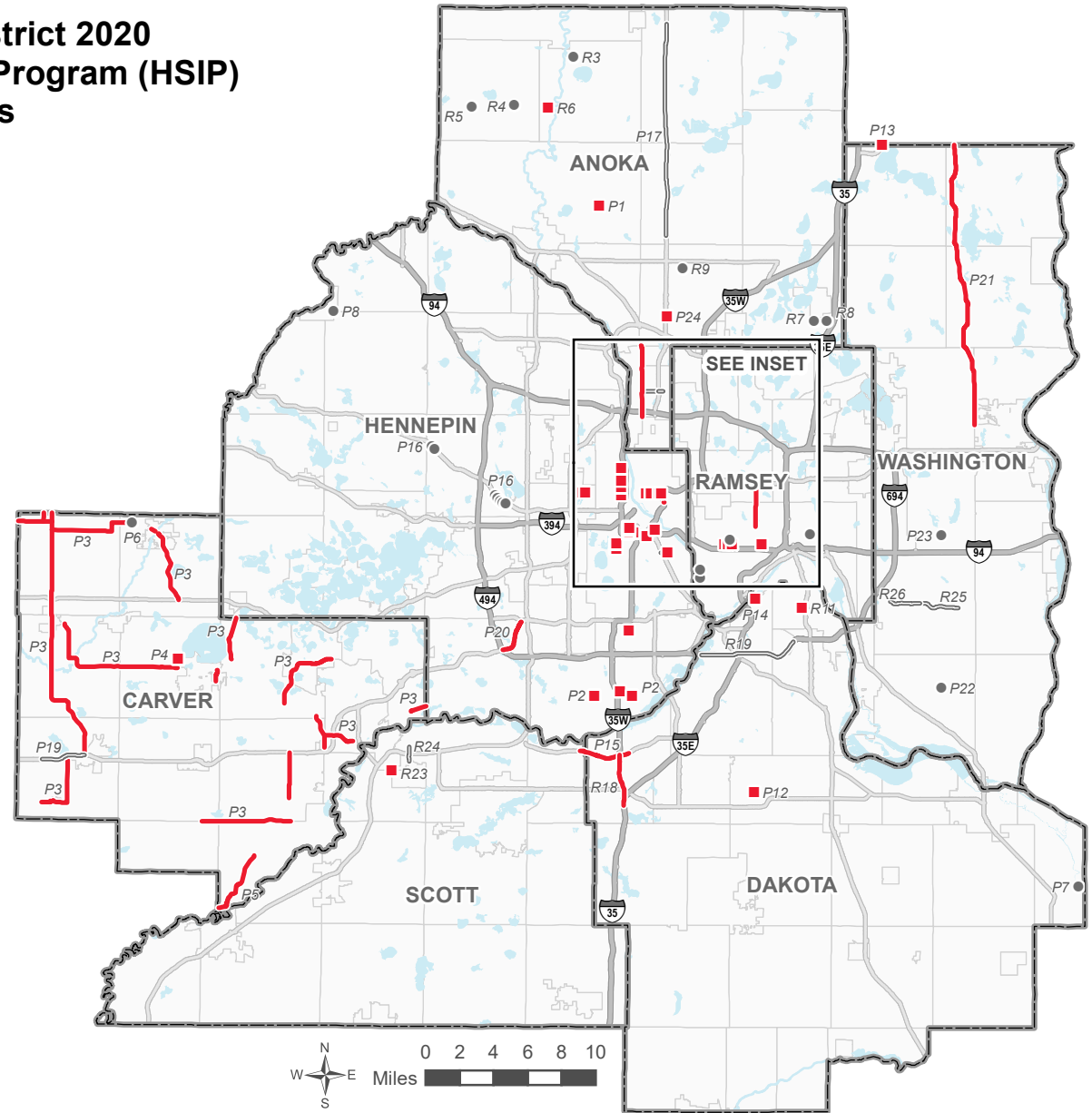
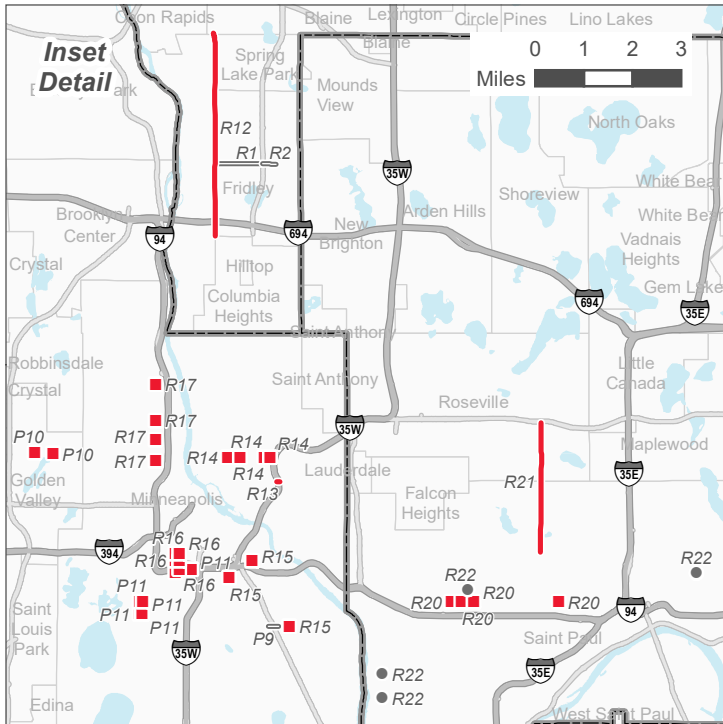
The projects below are NOT funded:

P8	Hennepin County	CSAH 19	at 109th Ave (CR 117)	Reconstruct intersection, raised medians for ped refuge, upgrad bike connections, ADA, lighting	\$2,000,000					\$1,390,000	\$3,390,000	50	29	7	200	150	25	461	P8	
P7	Dakota County	CSAH 54	at CSAH 68	Construct roundabout	\$1,395,000					\$155,000	\$1,550,000	20	45	14	180	200	0	459	P7	
P16	MnDOT	TH 55	from Old Rockford Road to General Mills Blvd	Construct RCI's at Old Rockford Road, Urbandale, 18th Ave, Larch Lane, Ives lane, Goldenrod Lane, Evergreen Lane	\$1,070,820					\$118,980	\$1,189,800	75	121	7	105	150	0	458	P16	
P17	MnDOT	TH 65	from Bunker Lake Blvd to 237th Ave	Install cable median barrier	\$2,000,000					\$306,062	\$2,306,062	75	116	20	92	150	0	453	P17	
P22	Washington County	CSAH 19	80th Street	Construct roundabout	\$2,000,000					\$1,103,000	\$3,103,000	25	70	0	180	100	25	400	P22	
P6	Carver County	TH 25	at CSAH 20	Realign intersection to remove skew, widen shoulders, add turn lanes, improve sight lines	\$1,073,700					\$119,300	\$1,193,000	40	29	0	84	200	0	353	P6	
P19	MnDOT	TH 212	From west jct TH 5 to east jct TH 5 in Norwood Young America	Install cable median barrier. Construct RCI intersections at CSAH 131, Wells Ave, CSAH 31, and Railroad Street	\$1,216,329					\$135,148	\$1,351,477	75	18	0	92	150	0	335	P19	
P18	MnDOT	TH 95	at 392nd (301st Ave) in North Branch	Construct left turn lane	\$1,280,064					\$142,229	\$1,422,293	50	2	14	105	150	0	321	P18	
P23	Washington County	CSAH 19	at CSAH 10	Construct roundabout	\$2,000,000					\$1,638,000	\$3,638,000	25	28	0	193	0	25	271	P23	
P9	Hennepin County	CSAH 3	from 22nd Ave to Snelling Ave	Widen sidewalk, crossing improvements, signal upgrades, ADA, lane configuration	\$2,000,000	This project was withdrawn due to receiving federal funding from another source.					\$3,659,000	\$5,659,000	50	39	27	132	200	50	498	P9
					\$31,492,585	\$2,091,657	\$785,570	\$3,951,200	\$8,628,245	\$12,536,504	\$44,029,089									





# Locations of MnDOT Metro District 2020 Highway Safety Improvement Program (HSIP) Applications by Funding Status



- Funded**
- P1. Nightingale St NW & Crosstown Blvd NW Intersection
  - P2. Bloomington Pedestrian Crossing Safety
  - P3. Carver County Enhanced Pavement Marking Safety
  - P4. Highway 10/Waconia Parkway Intersection
  - P5. Carver County Rd 40 Safety Improvements
  - P10. Nicollet Ave & Golden Valley Rd Flashing Yellow Arrows
  - P11. 26th St & 28th St Signal & Pedestrian Safety
  - P12. Highway 3 & 142nd St W Roundabout
  - P13. U.S. Highway 8 at Hazel Ave & 250th St
  - P14. Highway 13 & Wachtler Ave Roundabout
  - P15. Hwy 13 Cable Median Barrier, Lynn to Nicollet Aves
  - P20. Highway 212 Continuous Lighting Project
  - P21. Manning Ave Rumble Strips

- P24. 99th Ave & Baltimore St Roundabout
- R6. Viking Blvd NW & Rum River Blvd Roundabout
- R11. Thompson Ave & Oakdale Ave Roundabout
- R12. University Ave Corridor Safety, 53rd Ave to 85th Ave
- R13. Hennepin Ave at 10th & 11th Aves SE Intersections
- R14. Broadway St NE Signal & Pedestrian Safety
- R15. City/County Pedestrian Crossing Study Improvements
- R16. Lasalle Ave & Nicollet Ave Signal & Pedestrian Safety
- R17. Lyndale Ave N Signal & Pedestrian Safety
- R18. I-35W Continuous Lighting
- R20. University Ave W Pedestrian Safety
- R21. Dale St from Como Ave to TH 36 Road Diet
- R23. 130th St W & Old Brick Yard Rd Roundabout

- Not Funded**
- P6. Highway 25 & Carver County Rd 20 Intersection
  - P7. Ravenna Trail & 200th St E Intersection
  - P8. Hennepin County Rd 19 & 109th Ave Intersection
  - P9. Hi/Lake Interchange Safety Improvements
  - P16. Hwy 55, Fernbrook Ln to General Mills Blvd
  - P17. Hwy 65 Cable Median Barrier, Bunker Lk Blvd to 237th
  - P18. Highway 95 at 392 St Left Turn Lane
  - P19. Hwy 212 Reduced Conflicts and Cable Median Barrier
  - P22. Keats Ave & 80th St S Roundabout
  - P23. 10th St & Keats Ave Roundabout
  - R1. Mississippi St Road Diet, Highway 47 to Highway 65
  - R2. Mississippi St Road Diet, Highway 65 to Old Central Ave

- R3. Lake George Blvd & 221st Ave NW Roundabout
- R4. Viking Blvd NW & Cleary Rd Roundabout
- R5. Viking Blvd NW & Nowthen Blvd NW Roundabout
- R7. Birch St & Centerville Rd Roundabout
- R8. Birch St & 20th Ave Roundabout
- R9. Radisson Rd & Cloud Dr NE Traffic Signal
- R19. I-494 Continuous Lighting
- R22. Saint Paul Signal Safety
- R24. Marystown Road Corridor
- R25. Lake Rd from Blue Ridge Dr to Cherry Ln Road Diet
- R26. Lake Rd from Woodlane Dr to Pioneer Dr Road Diet

**ACTION TRANSMITTAL No. 2020-39**

**DATE:** November 19, 2020

**TO:** TAC Funding & Programming Committee  
Steve Peterson, Mgr of Highway Planning and TAB/TAC Process  
(651-602-1819)

**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)

**SUBJECT:** 2020 Regional Solicitation Funding Scenario Options

**REQUESTED ACTION:** MTS staff requests that the Funding & Programming Committee forward one or more preferred funding scenarios/options to TAC.

**RECOMMENDED MOTION:** That the TAC Funding & Programming Committee recommend that TAC recommend Funding Scenario(s) and overprogramming options XX to TAB.

**NOTE:** At its November 18, 2020, meeting, the Transportation Advisory Board (TAB) may reduce the number of scenarios to be considered or provide other direction that will inform this item and the recommended motion. Any direction from TAB will be shared at the November 19, 2020, Committee meeting.

**BACKGROUND AND PURPOSE OF ACTION:** For the Committee's consideration, staff provides the following funding scenarios for consideration:

1. Historical Process (Orange): This scenario is similar to TAB's past selection history dating back to 2014. The scenario focuses on the midpoints of the TAB approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian) and within modal categories allocates funding based upon the number of application submittals within each application category.
2. More Projects Scenario (Pink): This scenario maintains the modal midpoints of the TAB approved funding ranges, but within modes it focuses on application categories with lower federal maximum award amounts. This scenario shows 56 funded projects, made possible by focusing funding on the Traffic Management Technologies, Spot Mobility & Safety, Pedestrian, and Safe Routes to School application categories rather than the application categories with higher federal maximums such as Roadway Strategic Capacity and Multiuse Trails and Bicycle Facilities.

Table 1 shows the modal funding ranges into which each mode should fall. All scenarios, including all overprogramming options, fall into these ranges. Tables 2 and 3 summarize the two scenarios without including overprogramming, with the latter comparing population and jobs to federal funds, by county. Table 4 adds history for each scenario to address the funding trends by county. Tables 5 and 6 examine geographic distribution by dividing the region into four quadrants, adding another way to consider geographic disbursement of funds.

**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

**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
More Projects	56	\$202M	\$200M	\$402M	29	8 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: County Demographics<sup>1</sup> and County Distribution with No Overprogramming**

County	Population	Jobs	Submitted Apps	1. Hist Process	Funded Apps	2. More Projects	Funded Apps
Anoka	12%	7%	14	\$22.8M (15%)	4	\$20.5M (13%)	3
Carver	3%	2%	13	\$15.7M (10%)	5	\$10M (6%)	6
Dakota	14%	11%	22.5	\$7.1M (5%)	5.5	\$7.4M (5%)	6.5
Hennepin	41%	53%	36.5	\$64.7M (41%)	19	\$76.4M (48%)	22
Ramsey	18%	19%	22.5	\$35.8M (23%)	9	\$41.0M (26%)	12
Scott	5%	3%	5	\$-	0	\$-	0
Wash.	8%	5%	15.5	\$10.8M (7%)	2	\$3.9M (2%)	5
Total*	100%	100%	-	\$157M	-	\$159M	-

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

**Table 4: Historic County Funding Balance with No Overprogramming in 2020 Cycle**

County	Population	Jobs	2014-2018	2014-2020 with Historical Process Scenario	2014-2020 with More Projects Scenario
Anoka	12%	7%	\$43M (7%)	\$66M (8%)	\$66M (8%)
Carver	3%	2%	\$20M (3%)	\$36M (5%)	\$29M (4%)
Dakota	14%	11%	\$64M (10%)	\$78M (10%)	\$79M (10%)
Hennepin	41%	53%	\$335M (54%)	\$413M (52%)	\$417M (52%)
Ramsey	18%	19%	\$95M (15%)	\$131M (16%)	\$138M (17%)
Scott	5%	3%	\$36M (6%)	\$36M (5%)	\$36M (5%)
Wash.	8%	5%	\$25M (4%)	\$36M (5%)	\$29M (4%)

<sup>1</sup> Population and jobs from Metropolitan Council Community Profiles, 2019

**Table 5: 2020 Quadrant Distribution with No Overprogramming**

Quadrant	Population	Jobs	Submitted Apps	1. Hist Process	Funded Apps	2. More Projects	Funded Apps
NW	25%	28%	27	\$49M (30%)	10	\$58.4M (35%)	12
NE	23%	23%	28	\$24.8M (15%)	6	\$20M (12%)	10
SE	28%	25%	44	\$49.2M (30%)	16	\$52.5M (32%)	19
SW	24%	24%	27	\$39.6M (24%)	9	\$33.9M (21%)	10
Total				\$157M	-	\$159M	-

**Table 6: Historic Quadrant Funding Balance with No Overprogramming in 2020 Cycle**

Quadrant	Population	Jobs	2014-2018	2014-2020 with Historical Process Scenario	2014-2020 with More Projects Scenario
NW	25%	28%	\$210M (36%)	\$259M (35%)	\$268M (36%)
NE	23%	23%	\$75M (13%)	\$100M (13%)	\$95M (13%)
SE	28%	25%	\$128M (22%)	178M (24%)	\$181M (24%)
SW	24%	24%	\$169M (29%)	\$209M (28%)	\$203M (27%)

At their October 22 and November 4 meetings, Funding & Programming Committee and TAC discussed several ideas for how to use the 10% (roughly \$20M) overprogramming within either of the two scenarios. Ideas and other general comments included:

- Agreement that skipping over high-scoring projects threatens to undermine the scoring process that all stakeholders have contributed to and helped score. Strong preference that this approach should not be used for an overprogramming option.
- Allow for partial funding of the applicants' requests for overprogrammed projects.
- Provide overprogramming options for Scott County, which does not have a funded application in either scenario. This also could be applied to Dakota County, which is the most under-funded county relative to its percent of the regional population.
- Use overprogramming to fund lower cost roadway (Traffic Management Technology and Spot Mobility and Safety application categories) or bicycle/pedestrian projects alongside the Historical Process, to maximize the number of projects funded.
- Concerns related to MnDOT funding and administration of projects.
  - Funding large highway projects and/or providing partial funding to large projects could lead to requests beyond MnDOT's means for 2024-2025, which poses a risk to the ability of all projects to be delivered. There is likely going to be more financial burden on project sponsors to pay than match than typically expected.
  - MnDOT also expressed concern that some of the remaining options fund a high number of projects and this presents a different burden on MnDOT Metro State-Aid staff to administer the projects. MnDOT and other stakeholder also noted that awarding federal funds to large number of small projects is inefficient because of the extra requirements and process with using federal funds.

The following four overprogramming options were developed based on committee feedback. There are three options for the Historical Process funding scenario and one option for the More Projects scenario.

Historical Process Funding Scenario Overprogramming Options:

- 1A: Each County Gets a Project (3 More Projects). The primary purpose of this option is to fund a project within each county and does so by not skipping over any higher-scoring

projects. It fully funds the #6 (an equity bonus project in Carver County) and #7 (Scott County) Strategic Capacity projects, as well as one more Pedestrian project.

- 1B: Each County Gets a Project, Partial Funding (10 More Projects). The primary purpose of this option is to fund Strategic Capacity project #7 (Scott County), which would provide Scott County with a project. In order to get to this project without skipping any higher scoring ones, it funds two projects at \$7M/project (the maximum award amount in 2018) instead of \$10M/project. It also adds one Multiuse Trail project, five more Pedestrian projects, and two Safe Routes to School projects.
- 1C: Additional Low-Cost Projects (9 More Projects). This was an approach discussed by committee members that funds a high number of additional low-cost projects in the roadways and bike/pedestrian application categories. It funds three more Traffic Management Technology, three more Spot Mobility and Safety, one more Multiuse Trails, four Pedestrian, and two Safe Routes to School projects.

More Projects Funding Scenario Overprogramming Option:

- 2A: Continue Modal Midpoints (4 More Projects). This option continues the modal midpoints for the extra \$20M. It funds one Traffic Management Technology, one Roadway Reconstruction project, one Transit Expansion project, and one Multiuse Trail project.

Table 7 shows the pros and cons of each of the four overprogramming options, while Tables 8 and 9 show the county funding balance of each option. Table 7 was created using the assumption that there is a desire to achieve better county funding balance for Scott County. Figure 1 at the end of the memo provides a decision tree to help guide TAB's decision-making process based on their goals for the use of the overprogramming funds.

The projects funded in each scenario and overprogramming option are shown in the attachments (tabular and map formats).

**Table 7: Pros and Cons of Each Overprogramming Option**

Overprogramming Option	Pros	Cons
1A: Each County Gets a Project (3 more projects)	-Funds another equity project (Carver Co) -Funds a project in Scott Co	-Only funds 1 more bike/pedestrian project
1B: Each County Gets a Project, Partial Funding (10 more projects)	-Provides partial funding (\$7M/project) to projects in Scott and Carver Co -Partially funds another equity project (Carver Co)	-By partially funding 2 large projects, it creates more risk that these projects will not be delivered due to funding shortfalls
1C: Additional Low-Cost Projects (9 more projects)	-Provides a hybrid of the Historic Process and More Projects Scenarios	-Does not fund any projects in Scott Co
2A: Continue Modal Midpoints (4 more projects)	-Funds a Dakota Co roadway project -Includes another transit project -Consistent with TAB's approach on modal midpoints	-Does not fund any projects in Scott Co -Does not fund a \$10M Washington Co roadway project -Funding more projects is administratively difficult for MnDOT and less efficient use of federal funds

**Table 8: 2020 County Funding Balance: Historical Process**

County	Pop	Jobs	1. Before Overprogramming	1a	1b	1c
Anoka	12%	7%	\$23M (15%)	\$23M (13%)	\$23M (13%)	\$23M (13%)
Carver	3%	2%	\$16M (10%)	\$26M (15%)	\$23M (13%)	\$21M (12%)
Dakota	14%	11%	\$7M (5%)	\$7M (4%)	\$7M (4%)	\$7M (4%)
Hennepin	41%	53%	\$65M (41%)	\$65M (37%)	\$67M (38%)	\$72M (41%)
Ramsey	18%	19%	\$36M (23%)	\$36M (20%)	\$38M (21%)	\$40M (23%)
Scott	5%	3%	\$-	\$10M (6%)	\$7M (4%)	\$-
Wash.	8%	5%	\$11M (7%)	\$11M (6%)	\$12M (7%)	\$14M (8%)

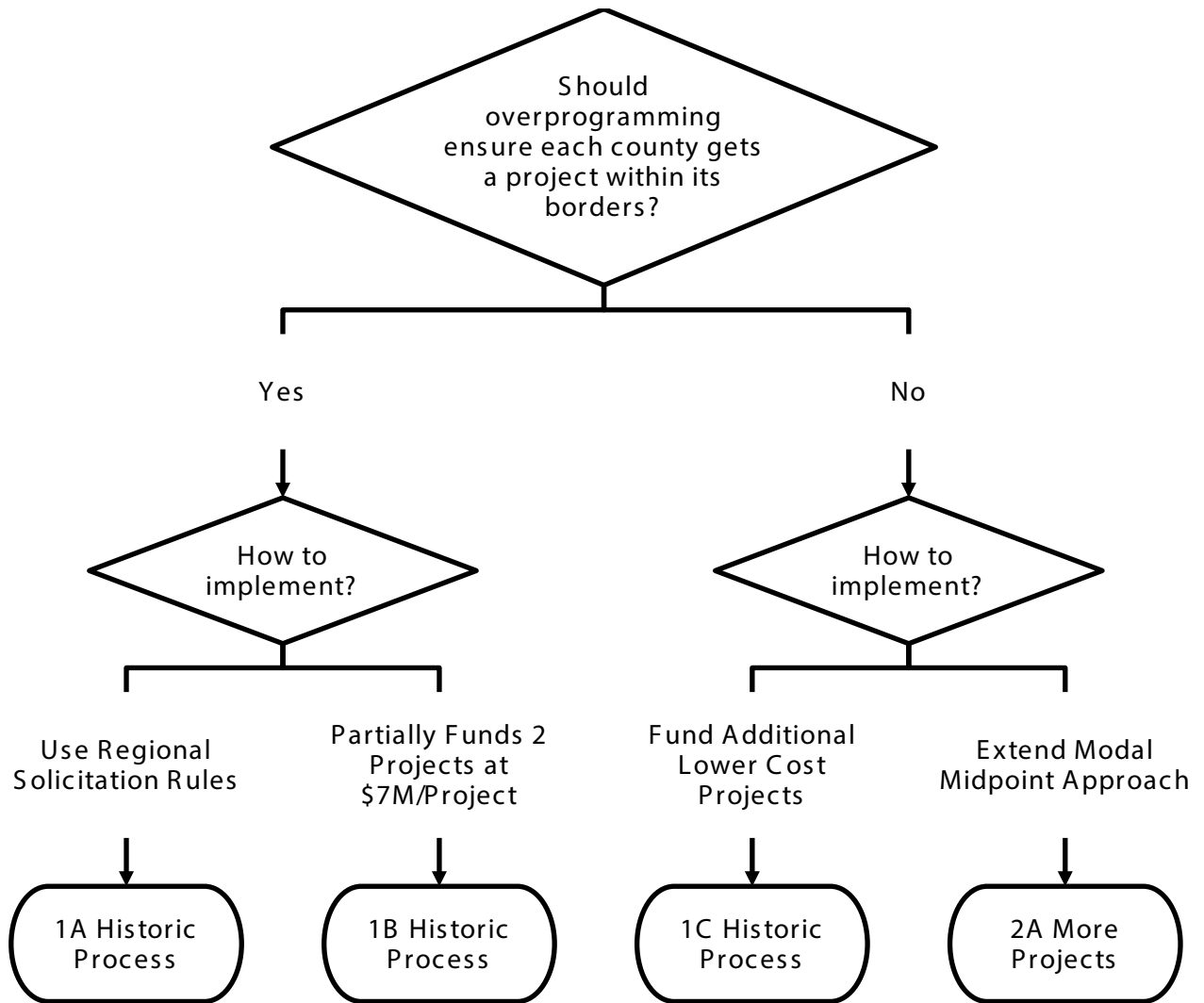
**Table 9: 2020 County Funding Balance: More Projects**

County	Pop	Jobs	2. Before Overprogramming	2a
Anoka	12%	7%	\$20M (13%)	\$23M (13%)
Carver	3%	2%	\$10M (6%)	\$10M (6%)
Dakota	14%	11%	\$7M (5%)	\$14M (8%)
Hennepin	41%	53%	\$76M (48%)	\$82M (46%)
Ramsey	18%	19%	\$41M (26%)	\$44M (25%)
Scott	5%	3%	\$-	\$-
Wash.	8%	5%	\$4M (2%)	\$4M (2%)

Other notes:

1. Members requested a summary of the “rules” of the Regional Solicitation and this is provided on the last page of the memo.
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. 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, which allows up to \$7M for other BRT projects.
4. 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 Gold Line BRT and several different transit routes and in Transit Expansion the submittal is for a new Gold Line 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 the Transit Modernization project if only one can be funded.
5. There is 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. (See Figure 3 for transit market areas)

Figure 1: Overprogramming Options



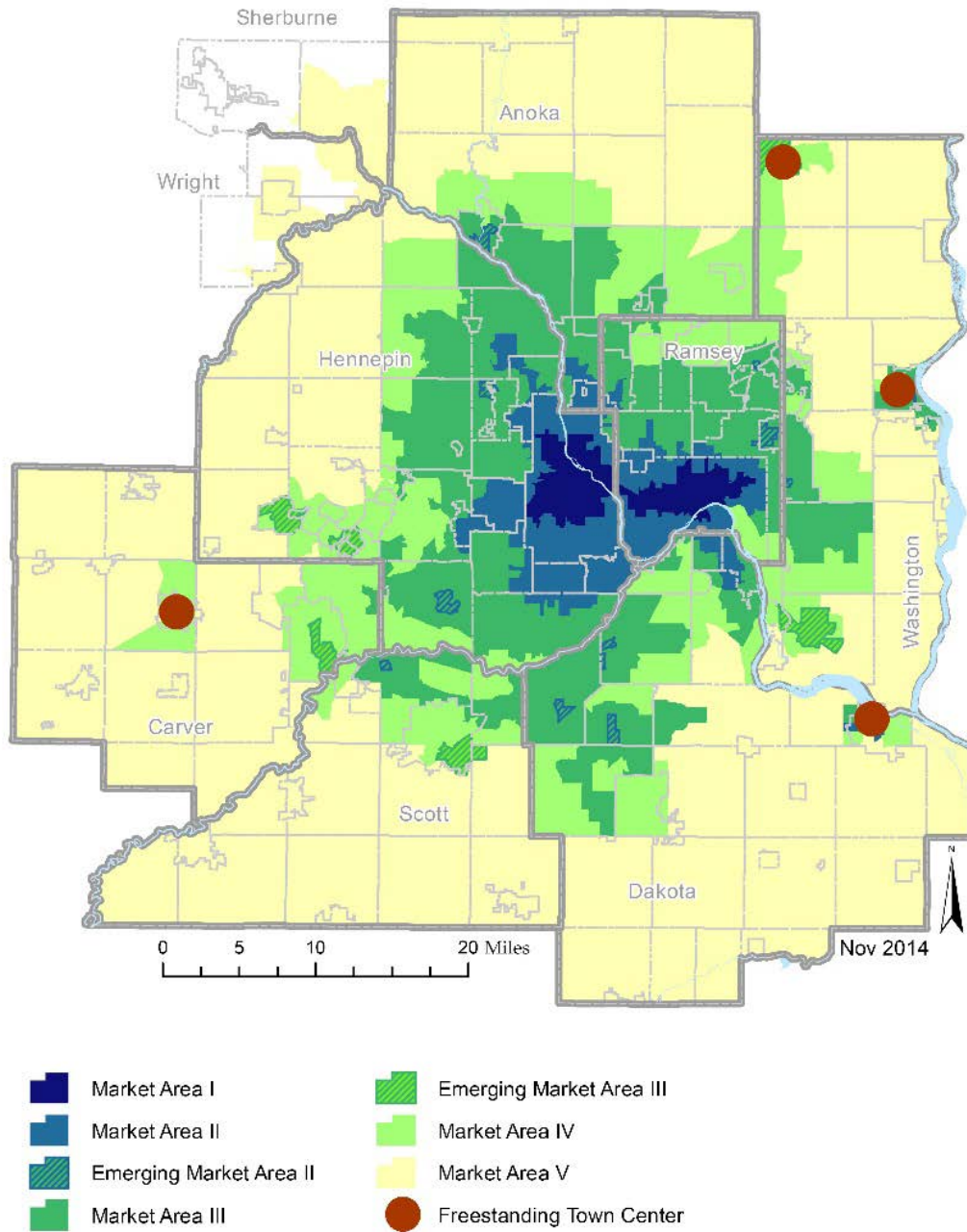


## Figure 2: The Rules of Regional Solicitation Project Selection

The following rules are highlighted in the 2020 Regional Solicitation application materials.

<b>Rule</b>	<b>Followed in 2020 Scenarios?</b>	<b>Comments</b>
1. Funding scenarios fall within the modal funding ranges approved by TAB	✓	Both remaining funding scenarios meet this requirement (including all overprogramming options)
2. A unique project set-aside of 2.5% (\$4.9M) is funded	✓	Funding is set-aside in all funding scenarios
3. TAB may or may not choose to fund at least one project from each application category. Traditionally, at least one project from each application category is funded	✓	All funding scenarios fund at least the top 2 highest scoring projects
4. Unwritten rule: Traditionally, projects are not “skipped” over to fund lower-scoring projects (unless another rule forces it)	✓	All funding scenarios follow this unwritten rule
5. There is a funding target of \$10M for the Bridge application category	✓	All funding scenarios meet this requirement and fund \$13.9M of total funding for 2 bridge projects
6. At least one project is funded for each of the five eligible roadway functional classifications	✓	All funding scenarios meet this requirement
7. Roadway projects must be spaced 3.5 miles apart on a corridor	✓	All funding scenarios meet this requirement
8. Projects cannot be awarded HSIP and Reg. Solicitation funds	✓	There is one duplicate project that will accept the \$3.5M from the Reg. Solicitation instead of \$2M for HSIP
9. Fund at least one transit “new market” service (outside of service areas 1 and 2)	✓	All remaining funding scenarios fund either 5 or 6 transit “new market” projects
10. A maximum of \$25M for Arterial Bus Rapid Transit (ABRT)	✓	TAB approved showing all funding scenarios with \$25M for a future ABRT to be selected April 2021
11. A maximum of \$7M to other types of Bus Rapid Transit (BRT)	✓	All funding scenarios meet this requirement by skipping over 3 higher scoring BRT projects
12. A maximum of one transit project per transitway per funding cycle	✓	All funding scenarios meet this requirement and skip over a 2 <sup>nd</sup> Gold Line project
13. Bike/pedestrian projects cannot be on same corridor	✓	All funding scenarios meet this requirement

**Figure 3: Transit Market Areas**



TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	11/19/2020
Technical Advisory Committee	Review & Recommend	12/2/2020
Transportation Advisory Board	Review & Approve	12/16/2020

**DRAFT FUNDING SCENARIO**  
**ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS**  
**Traffic Management Technologies**

Rank	ID	Applicant	County	City	Project Name	Funct Class	1. Historical Process Funding Scenario		2. More Projects Funding		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points						
1	14361	Minneapolis	Hennepin	Minneapolis	Minneapolis City-Wide Signal Retiming	Augmentor					\$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			Overprogram	\$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**

Rank	ID	Applicant	County	City	Project Name	Funct Class	1. Historical Process Funding Scenario		2. More Projects Funding		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points						
1	14059	Minneapolis	Hennepin	Minneapolis	Johnson St. NE/ I-35W South Ramps Intersection Improvements	Augmentor					\$1,497,200	\$374,300	\$1,871,500	\$1,497,200	630	
2*	14067	Hennepin Co	Hennepin	Minneapolis	Hi/Lake Safety Project	Augmentor					\$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	\$9,897,200	\$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			Overprogram		\$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			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**

Rank	ID	Applicant	County	City	Project Name	Funct Class	1. Historical Process Funding Scenario		2. More Projects Funding		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points						
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					\$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	\$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	Overprogram	Overprogram: Partial Funding \$7M			\$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	Overprogram	Overprogram: Partial Funding \$7M			\$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							1. Historical Process Funding Scenario				2. More Projects Funding					
Rank	ID	Applicant	County	City	Project Name	Funct Class	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
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					\$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	\$28,000,000		\$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				\$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	\$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					\$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					\$5,214,400	\$1,303,600	\$6,518,000	\$51,366,400	583	
9	14031	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue Reconstruction	Reliever					\$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							1. Historical Process Funding Scenario				2. More Projects Funding					
Rank	ID	Applicant	County	City	Project Name	Funct Class	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
1-T	14061	Hennepin Co	Hennepin	Plymouth, New Hope	CSAH 9 (Rockford Rd) Bridge Replacement Project	Augmentor					\$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	\$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	Augmentor					\$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	\$106,286,000	\$106,286,000	\$108,108,703	\$33,411,765	\$80,104,770	\$113,516,535			
Overprogramming							\$125,335,600	\$120,286,000	\$120,144,788	\$117,644,788						

Highlighted ID numbers = Equity Bonus Points

\*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 Infrastructure 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							1. Historical Process Funding Scenario				2. More Projects					
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1*	14365	Washington Co	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure in Woodbury	Skip due to	BRT maximum	with Gold		\$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					\$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	\$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	\$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					\$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							1. Historical Process Funding Scenario				2. More Projects					
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
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					\$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	with Gold		\$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	with Gold		\$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	\$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							1. Historical Process Funding Scenario				2. More Projects					
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
		Metro Transit					Arterial Bus Rapid Transit Program	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000					

TMO/TDM							1. Historical Process Funding Scenario				2. More Projects					
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
							TMO Set-aside for 2025-2026*	\$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	\$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	\$275,000	\$69,094	\$344,094	\$1,315,044	444

Total (does not include TDM projects) \$58,186,199 \$58,186,199 \$58,186,199 \$58,186,199 \$7,000,000 \$1,750,000 \$8,750,000  
**10% Overprogramming or +\$6M for Transit: Increases Midpoint to \$63M \$58,186,199 \$58,186,199 \$58,186,199 \$63,786,199**

\* 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.

## Multiuse Trails and Bicycle Facilities

Rank	ID	Applicant	County	City	Project Name	1. Historical Process Funding Scenario				2. More Projects				
						1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	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	Bassett 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				Overprogram	\$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		Overprogram	Overprogram		\$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					\$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
										<b>\$84,131,469</b>	<b>\$26,857,684</b>	<b>\$110,989,153</b>		

Pedestrian Facilities						1. Historical Process Funding Scenario		2. More Projects		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
Rank	ID	Applicant	County	City	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points					
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					\$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		Overprogram	Overprogram		\$250,240	\$62,560	\$312,800	\$4,250,240	557
6	14129	Ramsey Co	Ramsey	St. Paul	Maple Street/I-94 Pedestrian Bridge Replacement		Overprogram	Overprogram		\$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		Overprogram	Overprogram		\$400,000	\$100,000	\$500,000	\$5,650,240	503
8	14363	Washington Co	Washington	Grant Twp	CSAH 12 Pedestrian Facility		Overprogram		\$5,907,040	\$256,800	\$64,200	\$321,000	\$5,907,040	468
										\$5,907,040	\$5,961,760	\$11,868,800		

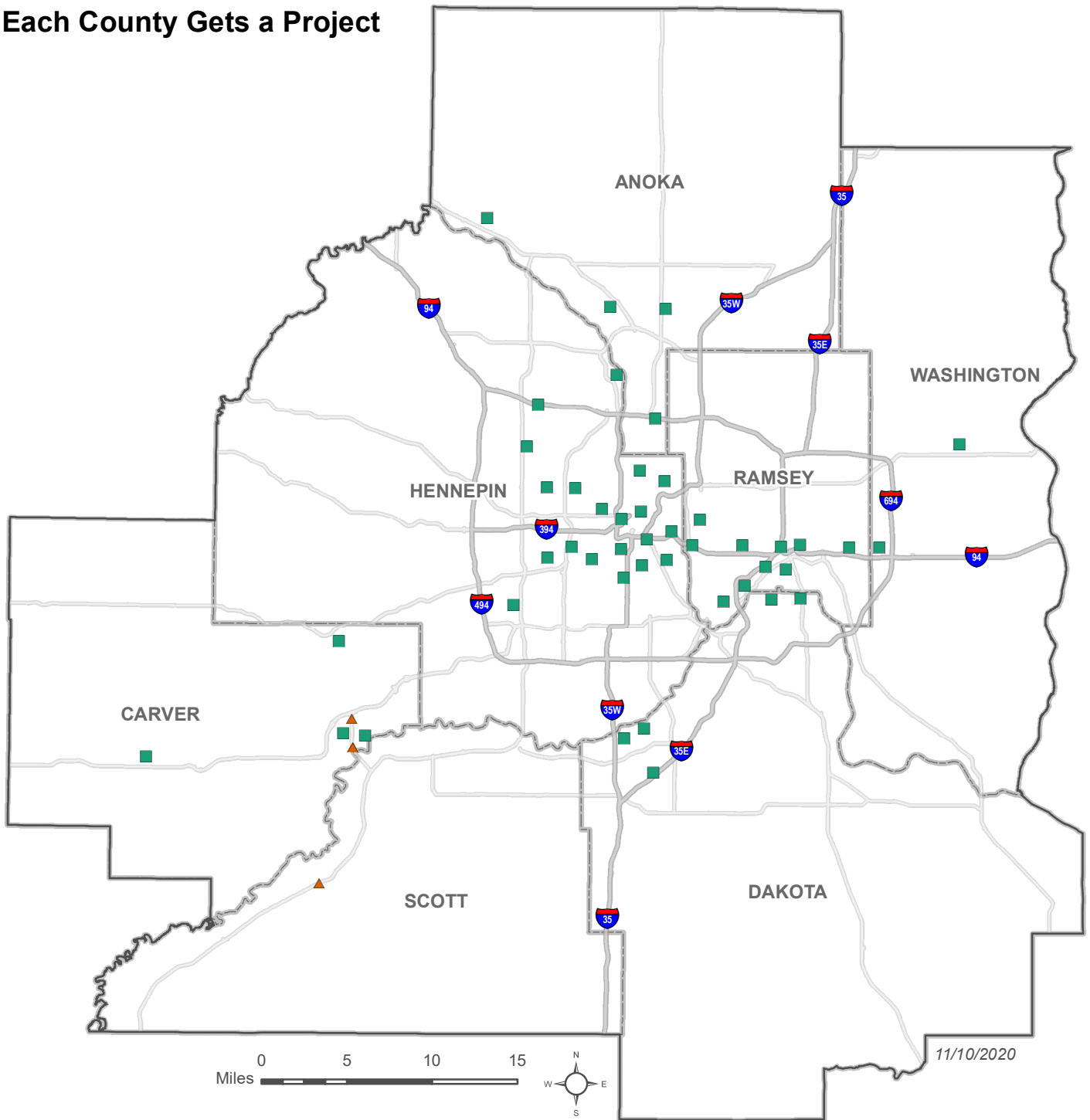
Safe Routes to School						1. Historical Process Funding Scenario		2. More Projects		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
Rank	ID	Applicant	County	City	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points					
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					\$640,000	\$160,000	\$800,000	\$1,124,400	869
3	14362	Chaska	Carver	Chaska	MN 41 Safe Routes to School Pedestrian Underpass Project					\$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	\$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	Overprogram		\$720,000	\$180,000	\$900,000	\$3,777,760	657
6	13973	Mahtomedi	Washington	Mahtomedi	Warner Road and 72nd Street North SRTS Improvements		Overprogram	Overprogram	\$4,113,343	\$335,583	\$83,896	\$419,479	\$4,113,343	656
						\$30,225,533	\$30,225,533	\$30,225,533	\$30,542,524	\$4,113,343	\$1,769,336	\$5,882,679		
<b>10% Overprogramming or +\$3M for Bike/Pedestrian: Increases midpoint to \$31M</b>						\$ 31,225,533	\$ 36,552,856	\$ 36,296,056	\$ 32,942,524					

Highlighted ID numbers = Equity Bonus Points

# Figure 1. Locations of 2020 Regional Solicitation Projects



## Scenario 1A Each County Gets a Project



11/10/2020

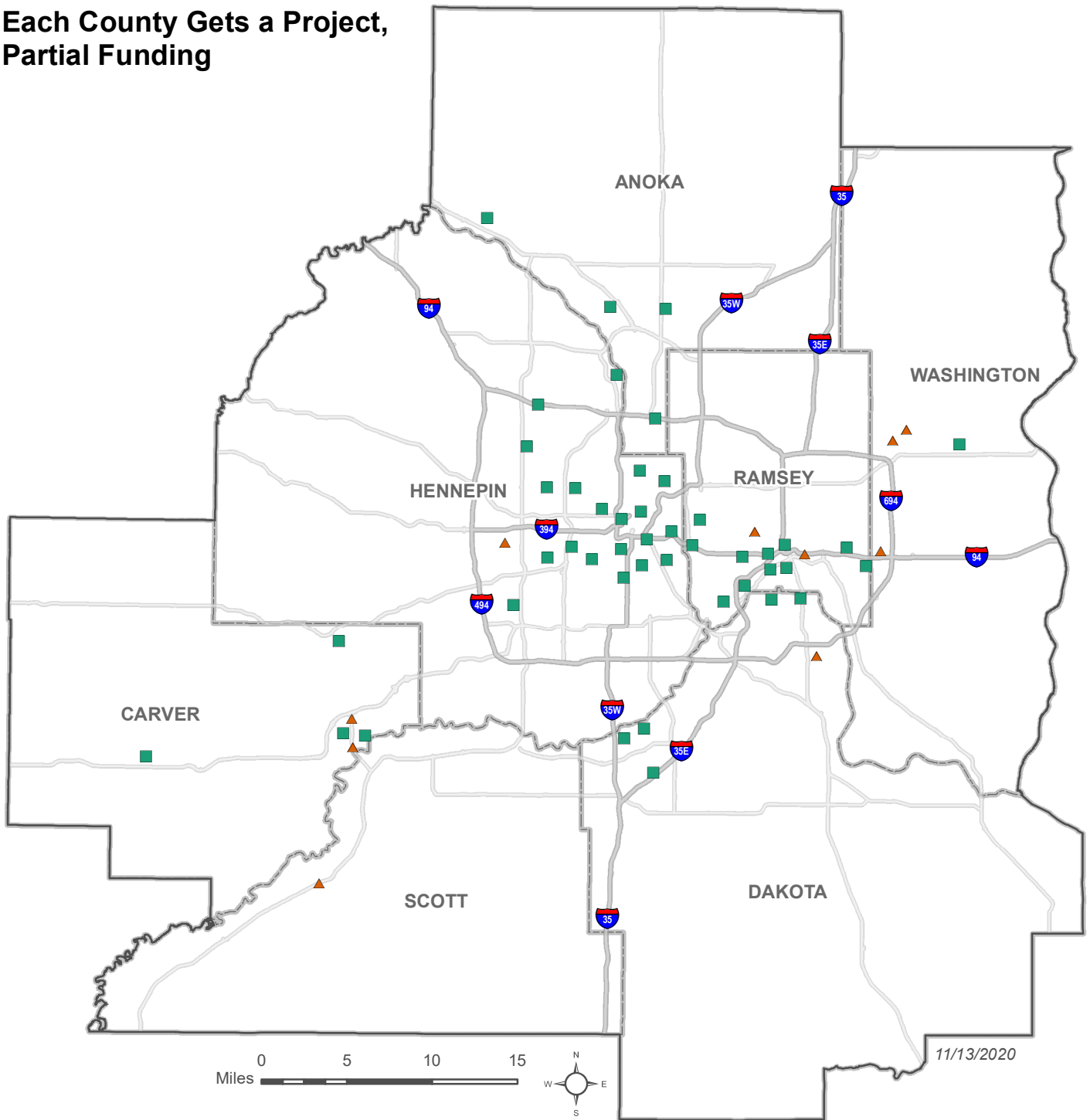
- 2020 Project
- ▲ 2020 Overprogramming
- Interstate Highways
- Other Major Highways



Figure 2. Locations of 2020 Regional Solicitation Projects



**Scenario 1B**  
**Each County Gets a Project,**  
**Partial Funding**



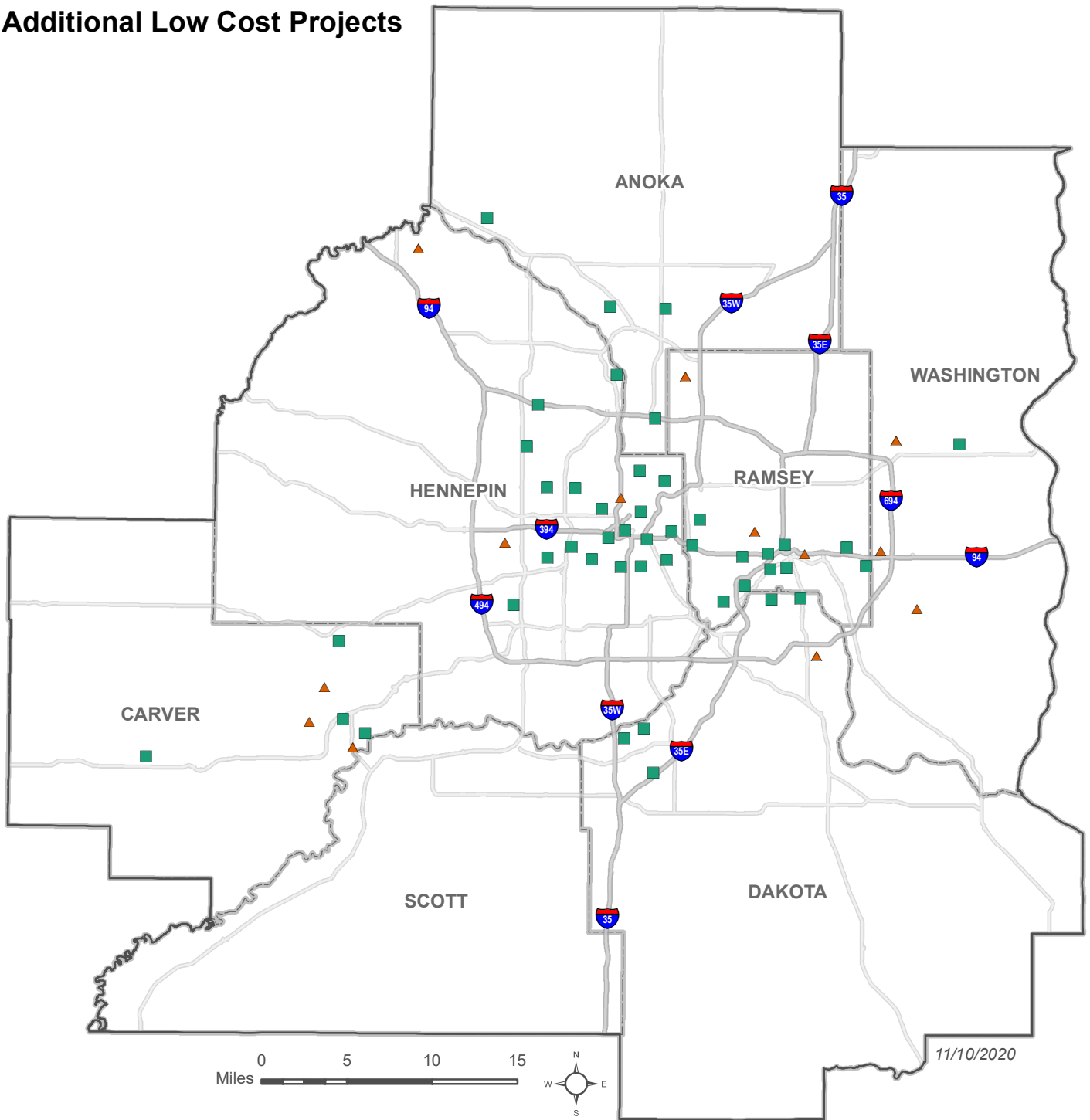
11/13/2020

- 2020 Project
- ▲ 2020 Overprogramming
- Interstate Highways
- Other Major Highways

Figure 3. Locations of 2020 Regional Solicitation Projects



Scenario 1C  
Additional Low Cost Projects

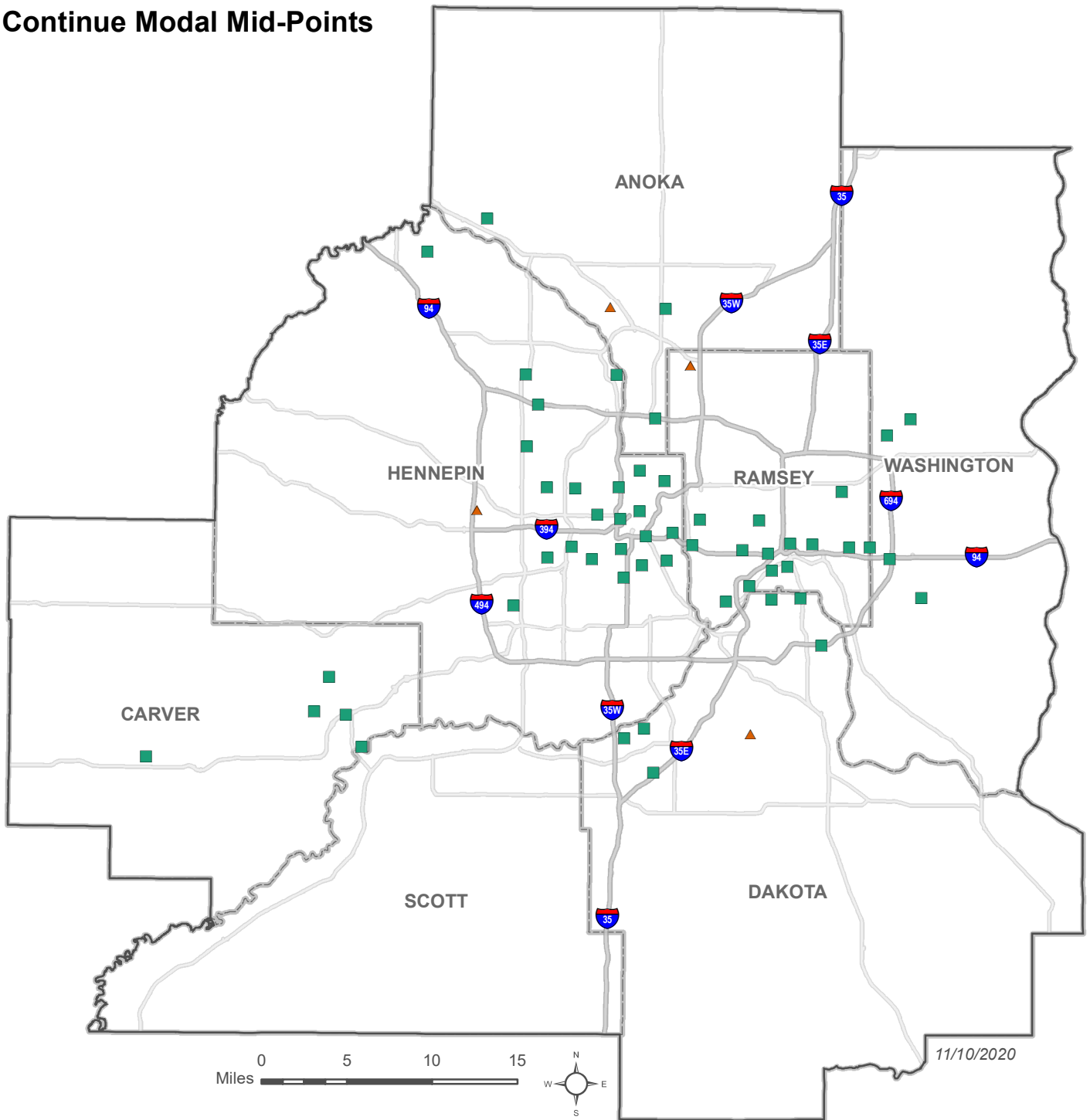


- 2020 Project
- ▲ 2020 Overprogramming
- Interstate Highways
- Other Major Highways

Figure 4. Locations of 2020 Regional Solicitation Projects



Scenario 2A  
Continue Modal Mid-Points



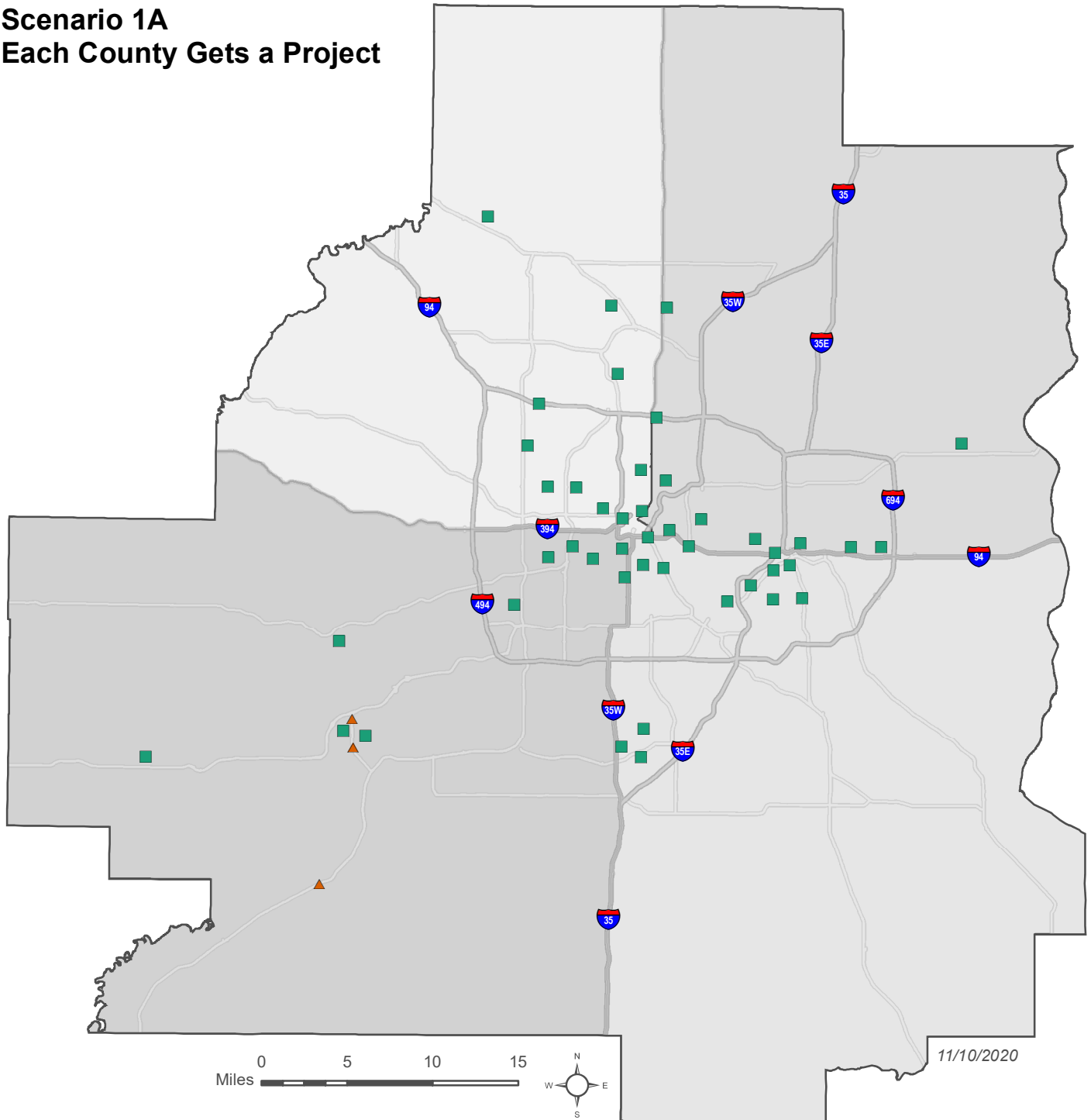
11/10/2020

- 2020 Project
- ▲ 2020 Overprogramming
- Interstate Highways
- Other Major Highways

**Figure 5. Locations of 2020 Regional Solicitation Projects by Quadrant**



**Scenario 1A  
Each County Gets a Project**

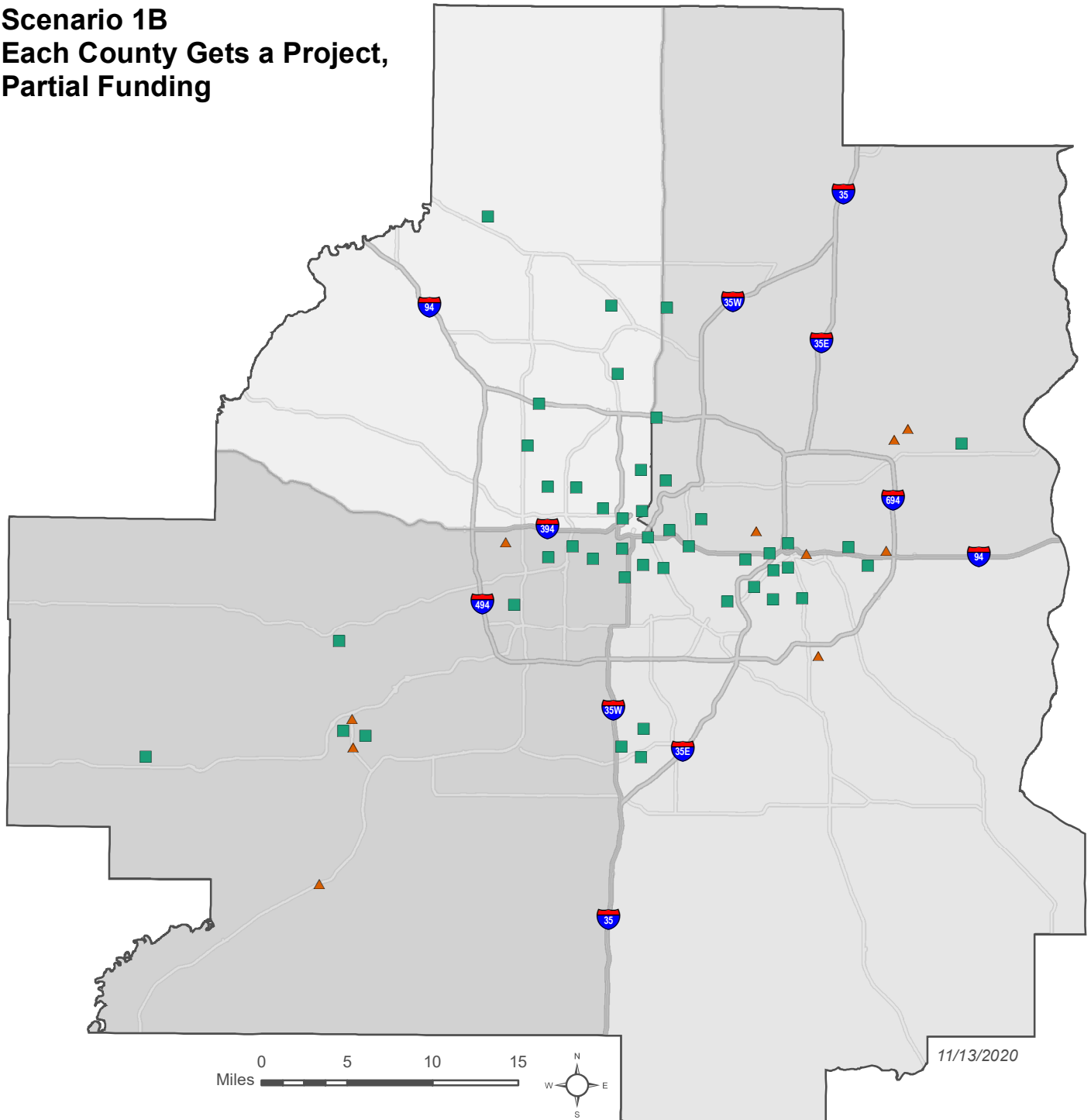


- |  |           |                      |
|--|-----------|----------------------|
| <span style="color: green;">■</span> 2020 Project          | Northwest | Interstate Highways  |
| <span style="color: orange;">▲</span> 2020 Overprogramming | Northeast | Other Major Highways |
|  | Southeast |                      |
|  | Southwest |                      |

**Figure 6. Locations of 2020 Regional Solicitation Projects by Quadrant**



**Scenario 1B  
Each County Gets a Project,  
Partial Funding**

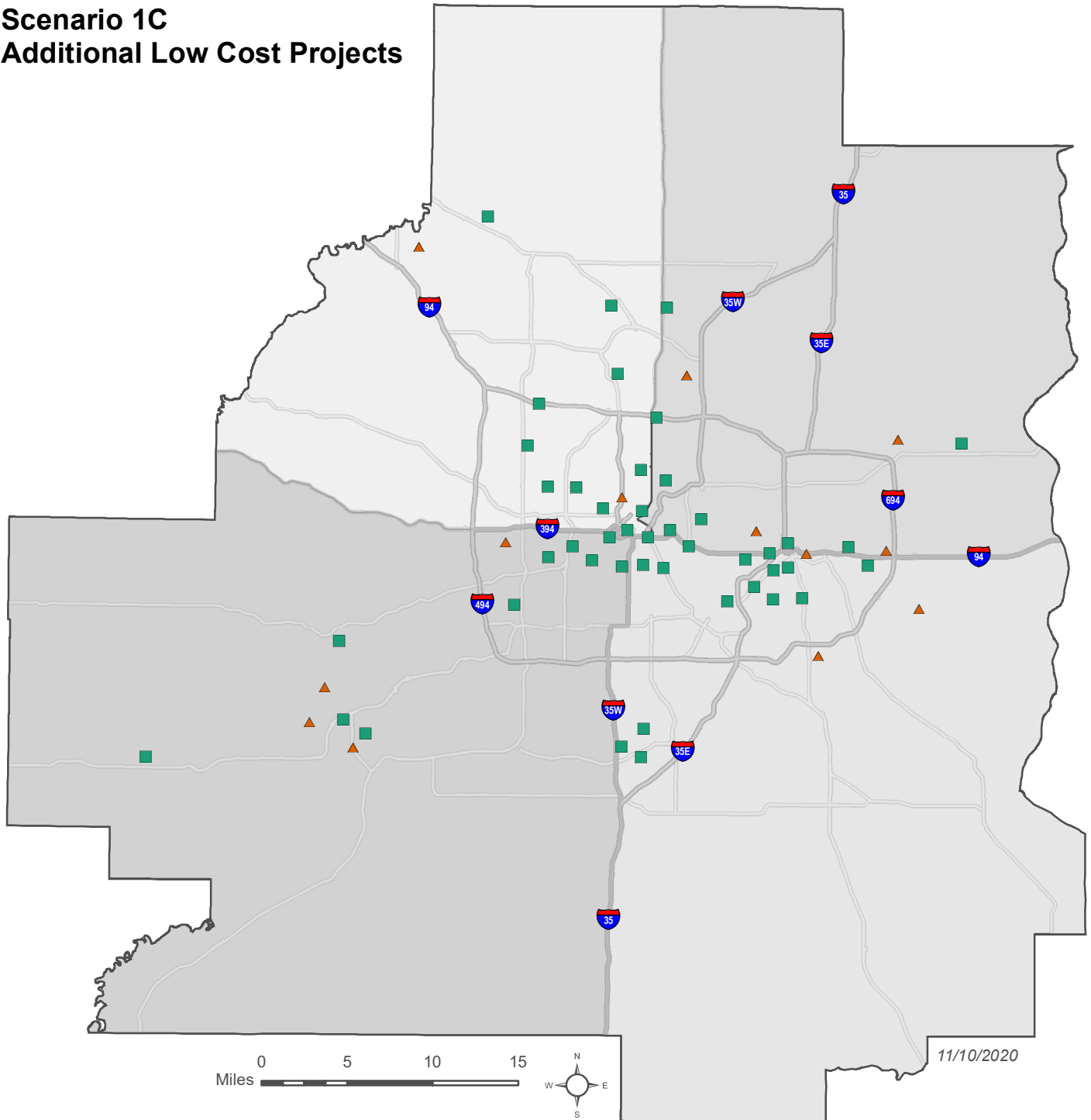










- |  |           |                      |
|--|-----------|----------------------|
| <span style="color: green;">■</span> 2020 Project          | Northwest | Interstate Highways  |
| <span style="color: orange;">▲</span> 2020 Overprogramming | Northeast | Other Major Highways |
|  | Southeast |                      |
|  | Southwest |                      |

**Figure 7. Locations of 2020 Regional Solicitation Projects by Quadrant**



**Scenario 1C  
Additional Low Cost Projects**

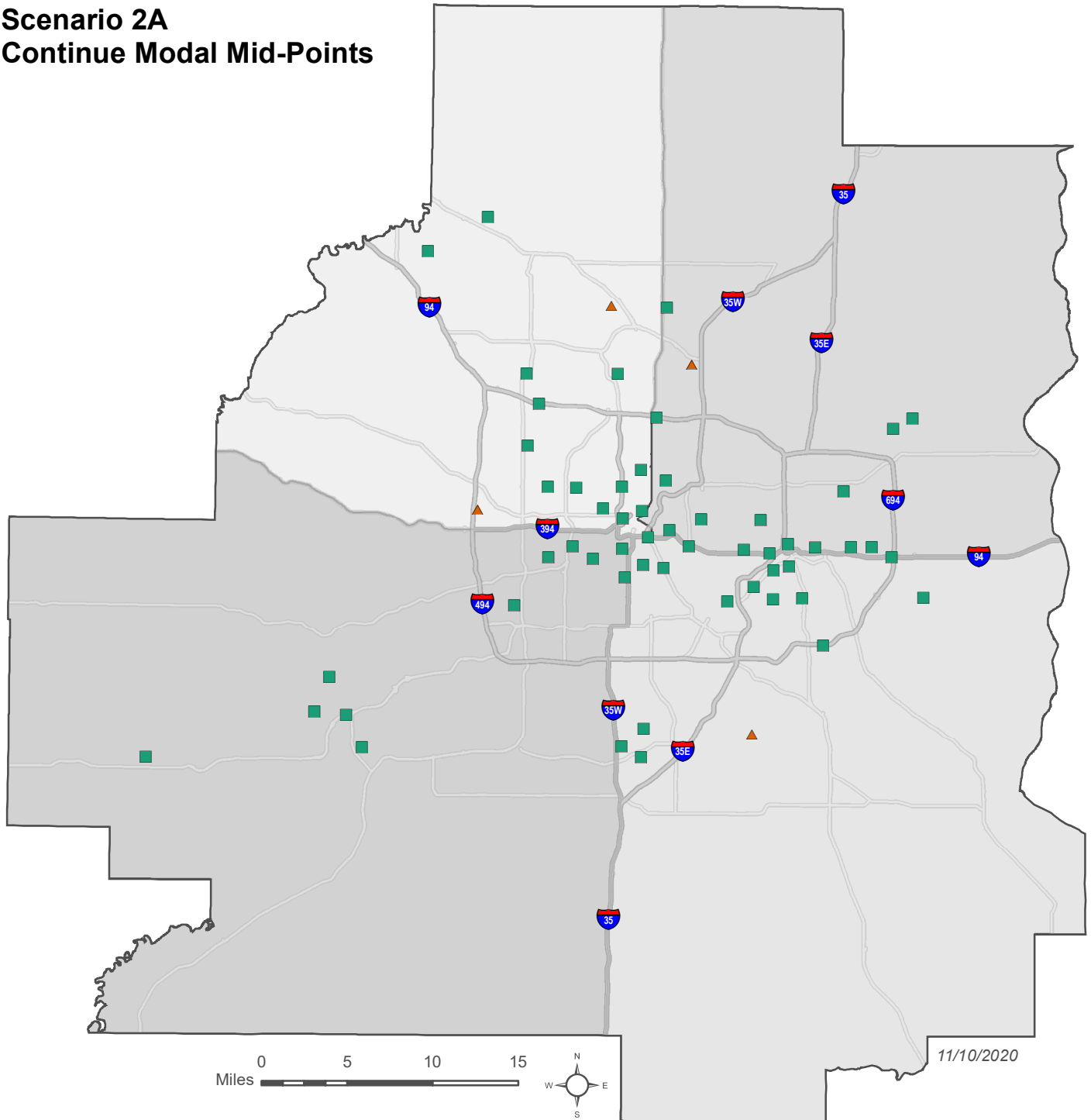


- |   |                      |   |           |   |                      |
|---|----------------------|---|-----------|---|----------------------|
|  | 2020 Project         |  | Northwest |  | Interstate Highways  |
|  | 2020 Overprogramming |  | Northeast |  | Other Major Highways |
|   |                      |  | Southeast |   |                      |
|   |                      |  | Southwest |   |                      |

**Figure 8. Locations of 2020 Regional Solicitation Projects by Quadrant**



**Scenario 2A  
Continue Modal Mid-Points**



- |  |           |                      |
|--|-----------|----------------------|
| <span style="color: green;">■</span> 2020 Project          | Northwest | Interstate Highways  |
| <span style="color: orange;">▲</span> 2020 Overprogramming | Northeast | Other Major Highways |
|  | Southeast |                      |
|  | Southwest |                      |